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Service Bulletin

AVIATION STATISTICS CENTRE

OTTAWA 4, CANADA

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Vol. 1, No. 1
ASC-SB-0-1

October 1968

OUR FIRST!

The Aviation Statistics Centre Service Bulletin has been designed as a vehicle for the quick release of timely statistics produced from the surveys conducted by the Centre on behalf of the Department of Transport, the Air Transport Committee and the Dominion Bureau of Statistics. For some readers the first issue may be an introduction to the Centre itself. Most, however, will be familiar with the work of the Centre through at least one of the agencies it serves.

You may, for example, receive the monthly summaries entitled "Aircraft Movements Statistics, Airports with Air Traffic Control Towers" and "Aircraft Movements at Airports without D.O.T. Towers" which we produce for the Department of Transport from information reported by air traffic controllers or airport staff.

Perhaps you use the annual report on "Airline Passenger Origin and Destination Statistics, Domestic Report" prepared on behalf of the Air Transport Committee from summaries of airline tickets supplied by eight Canadian carriers providing scheduled or regular air services over major routes.

Or you may subscribe to one or more of the Dominion Bureau of Statistics publications called "Civil Aviation", containing data which we compile from financial and operational statements filed with the Air Transport Committee by nearly 400 Canadian commercial operators, as well as additional information reported to the Bureau by a score of foreign airlines operating scheduled services into or through Canada, and, in the Annual, supplementary tables supplied by the Department of Transport.

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Then, too, you may be one of the hundreds of people requesting aviation statistics, either to us directly or through one of the three Government agencies already mentioned, each year.

It is this fourth group - those requesting information - which is the principal reason for the inauguration of a service bulletin. It is increasingly apparent that statistical data heretofore compiled only for the use of the Department of Transport or the Air Transport Committee is needed for planning a wide variety of services directly related to airports and other air service facilities. Our request register lists such diverse users as urban planners, hotels, caterers, advertisers, aircraft manufacturers, aircraft services, and the air transport industry itself. Release of summary information is therefore in the public interest. On the other hand, because commercial air operations in Canada are closely controlled, many areas are served by only one major carrier: very few airports can meet the traditional criterion of three or more firms which the Dominion Bureau of Statistics usually requires before information is published.

In succeeding issues we intend to illustrate the type of information available, giving, if necessary, a short description of the source surveys and the major limitations of the data, together with statistical data of general interest. Later, historical tables will be provided on those subjects on which suitable series have been developed. We hope also to release data which will be of value to our respondents, expecially air carriers. For example, an early issue will contain figures on aircraft operating costs. Suggestions for topics of broad interest will be most welcome.

For internal use, much detail is required for decision-making on specific problems. For publication, data could be selected in a variety of ways. Electronic data processing provides great flexibility in the compilation and arrangement of material. As our programming schedule permits, we hope to build a program library which will enable us to present data in the form most suited to a specific need.

So, should you wish more detail, or a slightly different tabulation, ask for it. If we can provide it easily, and if it is not confidential, we shall be happy to do so. Otherwise we may suggest other data, tell you when the compilation will be feasible, or explain why the information is unavailable.

The next issue of the Service Bulletin will consist of an Aviation Statistics Centre Directory. Please keep this for ready reference. As information is provided on various subjects, the final paragraph of each introduction will name the person to whom enquiries should be directed. Your comments and suggestions will be most welcome.

Service Bulletin

AVIATION STATISTICS CENTRE

OTTAWA 4, CANADA

Vol. 1, No. 2
ASC-SB-0-2

October 1968

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Service Bulletin

AVIATION STATISTICS CENTRE

OTTAWA 4, CANADA

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ASC-SB-23-1

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Preliminary

Presenting a Typical Bulletin

In format, this third issue of our service bulletin is typical of many to come. It contains two tables of summary statistics from two major subject-matter areas. One gives comparative data on aircraft movements for six regions in Canada. The other illustrates the number of enplaned passengers on scheduled and other mainline flights at airports serving ten major Canadian cities.

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As in this issue, the tables will usually appear with little or no explanation, and we will assume that the terms used are familiar to the majority of our readers. Your comments will dictate the type of information presented and the space devoted to definitions and introductory remarks.

Inquiries relating to Table 1 may be directed to Mr. M. McRae; and those concerning Table 2, to Mr. G.C. Coleman.

Table 1. Aircraft Movement Statistics
Reported at Airports With and Without Towers,
January-June 1967 and 1968

Region	No. of airports reporting	Total movements*		Itinerant movements		Local movements	
		1968 Jan.-June	1967 Jan.-June	1968 Jan.-June	1967 Jan.-June	1968 Jan.-June	1967 Jan.-June
Pacific	20	444,638	424,129	201,109	170,456	236,885	245,560
Western	25	366,651	339,187	145,634	133,669	210,467	198,181
Central	18	363,864	340,945	127,508	111,833	227,099	218,989
Ontario	22	719,423	731,700	221,046	205,690	478,274	507,420
Quebec	10	362,123	391,069	156,371	162,417	191,469	215,484
Atlantic	13	201,398	169,277	78,370	75,769	117,979	87,961
Airports with towers	37	1,999,377	1,997,068	810,214	756,401	1,123,277	1,177,789
Airports without towers	71	458,720	399,239	119,824	103,433	338,896	295,806
Total	108	2,458,097	2,396,307	930,038	859,834	1,462,173	1,473,595

* Includes simulated approaches.

Table 2. Scheduled International and Mainline(1) Domestic Passenger Enplanements

Ranked in Order of 10 Top Cities

Based on 1968 Data

	Year to Date (January-May)					Year		
	1968	% change	1967	% change	1966	1967	% change	1966
	('000)		('000)		('000)	('000)		('000)
Toronto	913.1	11.2	821.1	17.5	698.6	2,304.6	25.0	1,843.1
Montreal	689.3	0.6	685.1	26.1	543.2	2,189.9	46.3	1,496.5
Vancouver	358.2	13.8	314.9	16.6	270.0	885.3	23.2	718.3
Winnipeg	186.9	13.8	164.2	16.5	141.0	480.5	24.5	385.8
Calgary	163.1	4.3	156.4	30.9	119.5	410.6	22.2	336.0
Edmonton (both airports)	145.3	9.0	133.3	17.7	113.3	350.5	19.1	294.2
Ottawa	132.9	9.5	121.4	19.0	102.0	307.1	24.9	245.8
Halifax	97.4	13.3	86.0	13.2	76.0	253.3	16.2	218.0
Victoria	47.9	28.4	37.3	23.1	30.3	104.9	34.8	77.8
Quebec	47.8	(0.6)	48.1	6.9	45.0	118.7	13.0	105.0
Total	2,781.9	8.3	2,567.8	20.1	2,138.9	7,405.4	29.5	5,720.5

(1) Includes Originating, Stopover and Connecting Passengers.

Note: Per cent change - figures in brackets signify decrease.

Service Bulletin

AVIATION STATISTICS CENTRE

OTTAWA 4, CANADA

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October 1968
Preliminary

AIRCRAFT OPERATING COSTS

This issue of the Aviation Statistics Centre Service Bulletin completes a series of four introductory releases. It is devoted entirely to the subject of aircraft operating costs. Comparisons of individual carrier experience are presented, based on costs per hour of flying. The aircraft types selected are those on which detailed information is available from at least three operators.

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	Beaver (DHC2)	4
	Norseman IV, V, VI	4
	Otter (DHC3)	5
	Beech 18	5
	Douglas DC3	5
	Canso PBY	5
	Douglas DC4	6
	Small Helicopters	6
	Large Helicopters	6

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The statistics shown are derived from reports required only of carriers with gross flying revenues of at least $500,000 a year. As a result, cost figures are not available for many aircraft types commonly used by smaller operators. Because the data shown are derived from annual reports, 1968 figures are not yet available. Minimal differences from current costs can be assumed.

The tables provide as wide a range of experience as possible for each aircraft, in order to cover a variety of performance patterns. While the carriers selected differ considerably in licence patterns, flying activities, geographical location and size, there is no apparent pattern of cost related to any single factor. Because of the limited number of operators covered, the data shown may not be representative of all users.

In general, aircraft types are listed in ascending order of weight, but helicopters are grouped into "large" and "small" categories. While all fixed-wing aircraft covered have piston engines, both helicopter groups include turbine as well as piston-engined models. For purposes of this compilation, all Alouettes are considered "small", because, while some are over the upper limit for Group C, there is a considerable weight gap between the Alouettes and the rest of the Group B helicopters covered.

To permit inclusion of data on leased aircraft, rental expenses have been deducted in calculating flying operations cost data. Included are such items as salaries and wages, personnel expenses, fuel, oil, other supplies, landing fees, insurance and damages. Other operating expenses cover maintenance labour and services, airframes, engines, other flight equipment, overhaul, depreciation and rentals. Non-operating expense items such as promotion and sales, general administration and passenger servicing are not included.

Average costs in the summary table consist of the sum of reported expenses divided by the total number of hours flown using the type by all the reporting carriers taken together. For each type listed the experience of individual carriers are detailed in Table 2. Note that the summary figures were calculated independently, and are not derived from the detailed carrier averages. Carriers are ranked in ascending order of per hour cost of flying operations for a particular aircraft type, but are not identified. The position of a specific operator will, of course, vary from table to table.

Inquiries with reference to the data presented may be directed to Mr. D.B. Rankin.

TABLE 1

Aircraft Operating Expenses
per Flying Hour
Summary
by Aircraft Type
1967

Aircraft type	Designator	Gross take-off weight	Average operating expenses per hour flown		
			Flying	Other	Total
		(000 lbs.)	$	$	$
Fixed Wing					
Single Engine:					
Piper Super Cub	PA18	1.5 - 1.7	17.45	27.89	45.34
Cessna 180	C180	2.5 - 2.8	24.04	21.25	45.29
Cessna 185	C185	3.2	30.52	30.88	61.40
Beaver	DHC2	5.0	27.94	28.77	56.71
Norseman	NO. 4, 5, 6	6.4 - 7.5	31.04	29.24	60.28
Otter	DHC3	8.0	35.41	40.05	75.46
Twin Engine:					
Beech 18	BE18	8.2 - 9.5	42.82	62.81	105.63
DC3	DC3	27.0	74.11	80.70	154.81
Canso	CNSO	32.0	93.86	122.68	216.54
Four Engine:					
DC4	DC4	73.0	121.41	130.10	251.51
Helicopters:					
Small		1.6 - 5.0	38.64	42.41	81.05
Large		7.0 - 13.0	77.98	123.91	201.89

TABLE 2

Average Costs per Hour
and
Number of Hours Flown
Selected Carriers
1967

Aircraft type	Carrier rank	Operating expenses per hour flown			Average no. of hours flown per aircraft in 1967
		Flying	Other	Total	
		$	$	$	
Piper PA18	1	10.05	12.30	22.35	333
	2	16.64	31.21	47.85	751
	3	21.63	2.92	24.55	414
	4	22.39	54.59	76.98	395
Cessna 180	1	14.39	18.78	33.17	513
	2	14.96	14.41	29.37	596
	3	18.06	14.20	32.26	442
	4	26.13	33.37	59.50	498
	5	27.87	22.20	50.07	739
	6	28.95	20.45	49.40	786
Cessna 185	1	14.17	16.42	30.59	323
	2	24.43	35.29	59.72	565
	3	29.57	16.98	46.55	585
	4	44.22	44.30	88.52	280
Beaver (DHC2)	1	19.59	12.93	32.52	730
	2	20.14	22.63	42.77	809
	3	25.25	19.27	44.52	597
	4	26.16	44.74	70.90	711
	5	28.17	40.89	69.06	421
	6	29.22	20.63	49.85	746
	7	31.07	42.20	73.27	521
	8	31.80	27.92	59.72	792
	9	32.11	34.18	66.29	583
	10	32.72	42.49	75.21	671
	11	36.10	38.09	74.19	583
	12	38.23	39.80	78.03	383
	13	68.69	70.48	139.17	431
Norseman IV, V, VI	1	28.86	43.63	70.49	492
	2	28.29	41.95	70.24	414
	3	30.36	22.69	53.05	596
	4	32.25	24.01	56.26	736
	5	34.49	35.30	69.79	593

TABLE 2

Average Costs per Hour
and
Number of Hours Flown
Selected Carriers
1967 - Continued

Aircraft type	Carrier rank	Operating expenses per hour flown			Average no. of hours flown per aircraft in 1967
		Flying	Other	Total	
		$	$	$	
Otter (DHC3)	1	27.07	19.13	46.20	832
	2	30.44	31.06	61.50	806
	3	32.00	45.79	77.79	926
	4	32.32	55.78	88.10	503
	5	32.47	47.63	80.10	586
	6	35.05	61.94	96.99	1,019
	7	38.42	47.60	86.02	798
	8	44.01	23.80	67.81	829
	9	46.18	33.41	79.59	665
	10	47.07	48.32	95.39	505
Beech 18	1	30.03	95.33	125.36	715
	2	33.57	41.58	75.15	409
	3	38.58	38.81	77.39	759
	4	51.47	89.35	140.82	568
	5	55.09	27.82	82.91	607
Douglas DC3	1	59.73	54.34	114.07	1,007
	2	62.97	74.01	136.98	1,619
	3	63.76	65.07	128.83	492
	4	66.79	85.47	152.26	1,257
	5	67.09	84.67	151.76	924
	6	70.97	53.22	124.19	739
	7	71.97	104.70	176.67	781
	8	77.05	82.20	159.25	220
	9	85.31	69.01	154.32	319
	10	90.62	70.86	161.48	817
	11	97.28	105.74	203.02	762
	12	121.43	59.24	180.67	735
Canso PBY	1	67.26	94.06	161.32	494
	2	77.55	61.87	139.42	312
	3	81.39	37.37	118.76	284
	4	89.49	87.14	176.63	489
	5	108.32	210.32	318.64	292
	6	125.21	58.21	183.42	425

TABLE 2

Average Costs per Hour
and
Number of Hours Flown
Selected Carriers
1967 - Concluded

Aircraft type	Carrier rank	Operating expenses per hour flown			Average no. of hours flown per aircraft in 1967
		Flying	Other	Total	
		$	$	$	
Douglas DC4	1	111.45	134.05	245.50	1,699
	2	118.83	89.56	208.39	2,148
	3	120.11	132.91	253.02	1,213
	4	122.85	147.24	270.09	1,781
	5	143.07	92.08	235.15	1,634
Small Helicopters	1	29.58	45.39	74.97	536
	2	30.29	45.35	75.64	359
	3	31.99	48.40	80.39	481
	4	36.13	56.99	93.12	671
	5	39.36	21.84	61.20	605
	6	38.57	51.93	90.50	680
	7	39.50	45.56	85.06	714
	8	44.52	44.18	88.70	628
	9	44.60	46.19	90.79	565
	10	54.26	80.11	134.37	109
	11	64.00	45.05	109.05	682
	12	108.76	184.27	293.03	140
Large Helicopters	1	56.44	33.75	90.19	218
	2	63.47	138.44	201.91	452
	3	71.20	116.19	187.39	592
	4	75.83	94.68	170.51	1,164
	5	78.41	132.83	211.24	1,071
	6	85.22	126.86	212.08	572
	7	88.00	109.10	197.10	112

Service Bulletin

AVIATION STATISTICS CENTRE

OTTAWA 4, CANADA

Vol. 1, No. 5
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November 1968
Preliminary

Specialty Flying Services

Specialty flying services are not normally highlighted in "Civil Aviation", although some data are provided. Since a variety of recent requests concerning these services led to a special compilation, we decided to devote this service bulletin to the subject.

Under specialty flying services are grouped a wide variety of activities which are largely for purposes other than transportation. The terms "aerial work" and "non-transportation flying" are also used with much the same meaning.

The table on page 2 of the Bulletin shows the number of revenue hours flown, and the revenue earned, for each type of specialty flying licence (Class 7) held by commercial operators. Because more than half the hours flown under these licences are reported by carriers having gross annual flying revenues of less than $100,000, data concerning these carriers (Group V) have been added to totals for Groups I to IV. Because Group V carriers report only total revenues for specialty flying services, the revenue earned in the various types of operation is partly estimated. The relative importance of the smaller operators in each activity is indicated in the final columns of the table.

Non-transportation charter services, which are similar in character to specialty flying except that the operator performs the flying only rather than the entire operation, are excluded from the table. Aircraft rental is included, however.

The table was prepared by the Economics Division of the Air Transport Committee from data supplied by the Aviation Statistics Centre.

Inquiries concerning specialty flying services may be directed to Mr. D.B. Rankin.

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Utilization and Revenues, Specialty Services, Reported by all Canadian Carriers

Type of service	Revenue hours				Revenue earned				Revenue hours reported by group V carriers as a per cent of total rev. hrs. reported by all carriers	
	No. of hours		Per cent of total		$000		Per cent of total			
	1966	1967	1966	1967	1966	1967	1966	1967	1966	1967
Flying training	279,186	353,388	61.5	64.8	6,462	8,052	41.2	41.4	64.1	58.9
Recreational flying	47,741	53,441	10.5	9.8	1,265	1,349	8.1	6.9	66.4	64.0
Aerial photography & survey	25,850	23,246	5.7	4.3	2,646	2,464	16.8	12.7	12.9	3.8
Aerial photography (scenics)	1,350	2,091	0.3	0.4	64	110	0.4	0.6	57.6	58.5
Aerial inspection, reconnaissance & advertising	32,372	43,425	7.1	8.0	2,605	3,794	16.6	19.5	33.2	30.8
Aerial application & distribution	22,980	14,857	5.1	2.7	1,039	905	6.6	4.6	71.8	61.9
Aerial control	3,394	9,786	0.8	1.8	519	1,653	3.3	8.5	56.5	14.7
Aerial construction	369	600	0.1	0.1	135	130	0.9	0.7	39.6	15.0
Air ambulance & mercy services ..	29	72	*	*	3	6	*	*	48.3	30.6
Aircraft rental	40,348	44,297	8.9	8.1	958	986	6.1	5.1	57.8	55.0
Total	453,619	545,203	100.0	100.0	15,696	19,449	100.0	100.0	58.9	53.7

* Less than 0.5 per cent.

Service Bulletin

VIATION STATISTICS CENTRE

OTTAWA 4, CANADA

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November 1968
Preliminary

Aircraft Movement Statistics

With this Bulletin we begin a series of monthly releases of data on aircraft movements at airports with Department of Transport air traffic control towers. The table on page 2 provides a preliminary summary of data from detailed information supplied by the towers. Because the statistics shown are from a tabulation at a relatively early stage in the production of detailed tables, some slight modifications may be made at a later date. Corrections should not have any appreciable effect on the magnitudes shown.

Inquiries related to the subject-matter presented should be directed to Mr. Jan Bekooy.

(SEE PAGE 2 FOR OCTOBER 1968 DATA)

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Airports with Department of Transport Towers
Total Aircraft Movements by Class of Operation, October 1968

Airports	Total	Itinerant (including scheduled)	Local	Simulated approaches
Abbotsford	12,298	3,455	8,527	316
Baie Comeau	1,636	957	678	1
Brandon	6,221	1,847	4,297	77
Buttonville	16,115	1,521	14,594	-
Calgary	18,130	5,456	12,183	491
Cartierville	28,120	8,300	19,820	-
Edmonton Industrial	16,054	6,996	8,852	206
Edmonton International	3,253	1,867	964	422
Fort St. John	1,424	1,085	306	33
Fredericton	1,871	1,534	310	27
Gander International	3,651	1,935	1,496	220
Halifax International	5,325	2,783	2,376	166
Kamloops	2,734	1,503	1,226	5
Lakehead	6,100	1,919	4,148	33
Lethbridge	3,443	1,243	2,196	4
London	9,633	3,303	6,064	266
Moncton	7,523	2,562	4,758	203
Montreal International	21,521	12,320	8,074	1,127
North Bay	3,516	1,399	1,760	357
Ottawa International	17,353	8,457	7,985	911
Pitt Meadows	2,548	796	1,752	-
Port Hardy	1,895	1,312	580	3
Prince George	3,776	1,540	2,198	38
Quebec	10,009	4,278	5,637	94
Regina	8,697	3,224	5,310	163
St. Andrews	2,014	476	1,538	-
Saint John	4,854	2,061	2,725	68
St. John's	799	699	72	28
Saskatoon	9,649	3,095	6,012	542
Sept-Iles	2,598	1,763	770	65
Sydney	931	724	204	3
Toronto International	17,969	13,985	2,839	1,145
Toronto Island	19,774	5,821	13,953	-
Vancouver International	11,089	9,630	1,348	111
Victoria International	8,855	3,776	4,820	259
Wabush	1,390	798	592	-
Whitehorse	4,545	1,729	2,790	26
Windsor	5,436	2,126	3,253	57
Winnipeg International	20,801	8,893	11,069	839
Total	323,550	137,168	178,076	8,306

Service Bulletin

VIATION STATISTICS CENTRE

OTTAWA 4, CANADA

Vol. 1, No. 7
ASC-SB-3-3

November 1968
Preliminary

Aircraft Movement Statistics
Airports without Department of Transport Towers

This issue of the Bulletin presents the first of a series of releases on aircraft movements at selected airports without Department of Transport control towers.

The report consists of three tables reflecting the complexity of the original reports. Level 1 airports provide the same detail as airports with control towers. Level 2 airports report on a daily basis but in less detail. Level 3 airports submit a weekly report.

DEC 16 1968
UNIVERSITY OF TORONTO

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Because the statistics shown are from tabulations at an early stage in the production of detailed tables, some slight modifications may be made at a later date. Corrections should not have any appreciable effect on the magnitudes shown.

Inquiries related to the subject matter presented may be directed to Mr. K.J. Marks.

TABLE 1
Airports without Department of Transport Towers,
Aircraft Movements by Class of Operation, September 1968
Level 1

Airports	Total movements	Itinerant movements	Local movements	Simulated approaches
Brandon, Man.	3,471	509	2,824	138
Charlottetown, P.E.I.	1,024	796	228	-
Deer Lake, Nfld.	362	362	-	-
Fort Nelson, B.C.	1,359	1,133	226	-
Muskoka, Ont.	2,278	806	1,461	11
Penticton, B.C.	3,826	849	2,977	-
Sault Ste. Marie, Ont.	1,440	636	804	-
Yarmouth, N.S.	232	232	-	-
Total	13,992	5,323	8,520	149

TABLE 2
Airports without Department of Transport Towers,
Aircraft Movements by Class of Operation, September 1968
Level 2

Airport	Total movements	Itinerant movements	Local movements
Armstrong, Ont.	109	83	26
Baker Lake, N.W.T.	38	38	-
Brantford, Ont.	2,876	196	2,680
Burwash, Y.T.	37	37	-
Cambridge Bay, N.W.T.	76	76	-
Campbell River, B.C.	1,251	487	764
Castlegar, B.C.	2,612	471	2,141
Charlo, N.B.	460	116	344
Churchill, Man.	252	218	34
Coral Harbour, N.W.T.	16	16	-
Dawson, Y.T.	165	161	4
Earlton, Ont.	347	226	121
Edmundston, N.B.	NIL		
Fort Chimo, Que.	76	76	-
Fort McMurray, Alta.	770	464	306
Fort Resolution, N.W.T.	66	66	-
Fort Simpson, N.W.T.	116	116	-
Fort Smith, N.W.T.	269	269	-
Frobisher, N.W.T.	302	302	-
Gore Bay, Ont.	288	238	50
Grande Prairie, Alta.	3,055	597	2,458
Hay River, N.W.T.	461	441	20
High Level, Alta.	1,332	1,235	97
Hope, B.C.	1,206	238	968
Inuvik, N.W.T.	884	593	291
Kapuskasing, Ont.	1,097	243	854
Kelowna, B.C.	1,223	498	725
Kenora, Ont.	915	624	291
Killaloe/Bonnechere, Ont.	176	40	136
Knob Lake, Que.	499	223	276
La Macaza, Que.	38	38	-
Lac La Biche, Alta.	84	65	19
Mayo, Y.T.	156	156	-
Medicine Hat, Alta.	650	290	360
Mont Joli, Que.	223	223	-
Mount Hope (Hamilton), Ont.	8,931	1,726	7,205
Niagara District, Ont.	4,905	577	4,328
Norman Wells, N.W.T.	400	400	-
North Battleford, Sask.	597	159	438
Oshawa, Ont.	6,052	899	5,153
Peace River, Alta.	2,120	934	1,186
Pembroke, Ont.	2,489	246	2,243
Powell River, B.C.	517	517	-
Prince Rupert, B.C.	539	539	-
Princeton, B.C.	41	41	-

TABLE 2
Airports without Department of Transport Towers,
Aircraft Movements by Class of Operation, September 1968 - Concluded
Level 2

Airport	Total movements	Itinerant movements	Local movements
Quesnel, B.C.	1,368	352	1,016
Rainbow Lake, Alta.	482	482	-
Red Deer, Alta.	2,779	544	2,235
Red Lake, Ont.	223	149	74
Resolute, N.W.T.	218	218	-
Sandspit, B.C.	794	120	674
Sarnia, Ont.	710	242	468
Sherbrooke, Que.	541	280	261
Sioux Lookout, Ont.	384	160	224
Smith River, B.C.	61	61	-
Smithers, B.C.	639	346	293
Stephenville, Nfld.	365	365	-
Sudbury, Ont.	3,099	869	2,230
Swift Current, Sask.	662	452	210
Terrace, B.C.	314	296	18
Teslin, Y.T.	45	45	-
The Pas, Man.	629	531	98
Timmins, Ont.	755	617	138
Tofino, B.C.	99	99	-
Trenton, N.S.	1,730	144	1,586
Waterloo/Wellington, Ont.	12,422	288	12,134
Watson Lake, Y.T.	752	338	414
Welland, Ont.	1,356	282	1,074
Wiarton, Ont.	500	300	200
Williams Lake, B.C.	1,297	661	636
Wrigley, N.W.T.	40	40	-
Yellowknife, N.W.T.	1,408	846	562
Yorkton, Sask.	686	274	412
Total movements level 2	83,074	24,599	58,475

TABLE 3
Airports without Department of Transport Towers,
Aircraft Movements by Class of Operation, September 1968
Level 3

Airport	Total movements	Itinerant movements	Local movements
Beloeil, Que.	1,180	-	1,180
Carp, Ont.	6,610	131	6,479
Cranbrook, B.C.	1,065	258	807
Dawson Creek, B.C.	1,326	434	892
Drummondville, Que.	1,202	214	988
Gagnon, Que.	227	227	-
Guelph, Ont.	2,894	-	2,894
Kingston, Ont.	5,901	311	5,590
Langley, B.C.	5,638	43	5,595
Nelson, B.C.	575	52	523
Pelee Island, Ont.	470	306	164
Peterborough, Ont.	1,577	369	1,208
Prince Albert, Sask.	3,556	674	2,882
Revelstoke, B.C.	NIL		
St. Georges de Beauce, Que.	21	21	-
St. Hyacinthe, Que.	1,322	329	993
St. Jean, Que.	NA		
St. Jerome, Que.	2,749	615	2,134
Stettler, Alta.	52	19	33
Trois Rivieres, Que.	1,547	333	1,214
Vancouver Harbour, B.C.	271	269	2
Vermilion, Alta.	252	64	188
Vernon, B.C.	1,744	102	1,642
Yellowknife Bay, N.W.T.	738	661	77
Total movements level 3	40,917	5,432	35,485

Service Bulletin

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REGIONAL AIRCRAFT MOVEMENT STATISTICS AT REPORTING AIRPORTS

January to June 1967 and 1968

The tables on the following pages provide a comprehensive account of air traffic activity at reporting airports in each of the six air service regions of the Department of Transport during the first six months of 1968, along with comparable data for 1967. To facilitate comparison, only those airports reporting traffic in both periods are included in the main body of the tables: 1968 additions are shown separately. Totals shown differ from those which appeared in Bulletin No. 3, page 2. That table coverd only those airports reporting for the full period in both years, and excluded reporting military airports.

Inquiries related to the data presented may be directed to Mr. K.J. Marks.

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Summary of Aircraft Movements by Region and by Airport,
January 1, 1968 to June 30, 1968

Pacific Region

	Total movements to June 30			Itinerant movements to June 30			Local movements to June 30			Simulated approaches to June 30		
	1968	1967	% change	1968	1967	% change	1968	1967	% change	1968	1967	% change
Airports With Towers:												
Civil:												
Abbotsford	86,504	88,532	-2.30	26,101	26,112	-0.05	57,992	59,777	-2.98	2,411	2,643	-8.78
Kamloops	19,156	12,746	50.29	9,151	3,786	141.70	9,936	8,960	10.89	69	-	-
Pitt Meadows	90,942	99,518	-8.62	32,513	19,053	70.64	58,429	80,465	-27.39	-	-	-
Port Hardy	7,076	7,793	-9.21	6,941	6,914	0.39	88	844	-89.58	47	35	34.28
Prince George	29,195	23,387	24.40	10,760	8,904	20.84	18,164	14,410	26.05	271	73	271.23
Vancouver	81,473	77,409	5.25	66,657	58,711	13.53	12,044	14,401	-16.37	2,772	4,297	-35.49
Victoria	61,897	73,836	-16.17	25,824	25,744	0.31	34,999	47,027	-25.58	1,074	1,065	0.84
Sub-total Civil	376,243	383,221	-1.83	177,947	149,224	19.24	191,652	225,884	-15.16	6,644	8,113	-18.11
Military:												
Comox	19,388	25,086	-22.72	5,646	6,403	-11.83	13,724	18,578	-26.13	18	105	-82.86
Sub-total Military	19,388	25,086	-22.72	5,646	6,403	-11.83	13,724	18,578	-26.13	18	105	-82.86
Sub-total tower movements and percentage change	395,631	408,307	-3.11	183,593	155,627	17.96	205,376	244,462	-15.99	6,662	8,218	-18.94
Airports Without Towers:												
Campbell River	6,849	3,498	95.79	2,047	1,952	4.86	4,802	1,546	210.60			
Castlegar	12,439	2,538	*	1,972	443	*	10,467	2,095	*			
Cranbrook	4,394	740	*	1,283	140	*	3,111	600	*			
Hope	4,692	4,156	12.89	1,462	1,034	41.39	3,230	3,122	3.45			
Kelowna	3,626	474	*	1,113	269	*	2,513	205	*			
Kimberley	2	4	-50.00	2	4	-50.00	-	-	-			
Langley	44,630	13,681	*	576	102	*	44,054	13,579	*			
Nelson	1,821	28	*	300	10	*	1,521	18	*			
Penticton	19,914	9,896	101.23	3,753	2,899	29.45	16,161	6,997	130.97			
Powell River	4,022	5,190	-22.51	3,992	5,178	-22.91	30	12	150.00			
Prince Rupert	2,503	1,973	26.86	2,503	1,973	26.86	-	-	-			
Princeton	228	99	130.30	228	91	150.54	-	8	-100.00			
Quesnel	4,832	2,319	109.26	1,433	1,311	9.30	3,399	1,008	237.20			
Revelstoke	9,386	470	*	397	134	*	8,989	336	*			
Sandspit	3,625	2,956	22.63	696	662	5.13	2,929	2,294	27.68			
Smithers	8,695	4,063	114.00	1,336	893	49.60	7,359	3,170	132.14			
Terrace	1,876	2,567	-26.92	1,031	1,887	-45.37	845	680	24.26			
Tofino	1,167	638	82.91	1,113	567	96.29	54	71	-23.95			
Williams Lake	9,990	3,549	181.48	3,566	2,781	28.22	6,424	768	736.45			
Sub-total and percentage change	144,691	58,839	145.91	28,803	22,330	28.98	115,888	36,509	217.42			
Total reported movements and percentage change over same month 1967	540,322	467,146	15.66	212,396	177,957	19.35	321,264	280,971	14.34	6,662	8,218	-18.94
New Airports added to Survey:												
Vancouver Harbour	2,483			2,474			9					
Vernon	738			124			614					
Sub-total	3,221			2,598			623					
Total and percentage change in reported movements	543,543	467,146	16.35	214,994	177,957	20.81	321,887	280,971	14.56	6,662	8,218	-18.94

* No % change due to non-comparable time (6 months against one month).

Summary of Aircraft Movements by Region and by Airport,
January 1, 1968 to June 30, 1968

Western Region

	Total movements to June 30			Itinerant movements to June 30			Local movements to June 30			Simulated approaches to June 30		
	1968	1967	% change	1968	1967	% change	1968	1967	% change	1968	1967	% change
Airports With Towers:												
Calgary	122,501	110,706	10.65	31,174	26,139	19.26	87,411	81,836	6.81	3,916	2,731	43.39
Edmonton Industrial	104,596	95,132	9.94	41,619	37,215	11.83	61,533	56,633	8.65	1,444	1,284	12.46
Edmonton International	21,972	19,298	13.85	10,615	9,883	7.40	6,536	6,386	2.34	4,821	3,029	59.16
Fort St. John	13,066	18,073	-27.71	7,933	9,633	-17.65	5,007	8,309	-39.75	126	131	-3.82
Lethbridge	27,038	31,808	-15.00	9,321	10,911	-14.58	17,563	20,773	-15.46	154	124	24.19
Whitehorse	13,047	15,480	-15.72	8,194	6,792	20.64	4,764	8,650	-44.93	89	38	134.21
Sub-total tower movements and percentage change	302,220	290,497	4.03	108,856	100,573	8.23	182,814	182,587	0.12	10,550	7,337	43.79
Airports Without Towers:												
Burwash	180	146	23.28	178	146	21.91	2	-	-			
Cambridge Bay	893	801	11.48	893	801	11.48	-	-	-			
Dawson	575	214	*	567	147	*	8	67	*			
Dawson Creek	11,325	2,516	*	2,664	712	*	8,661	1,804	*			
Fort McMurray	3,085	1,927	60.09	2,615	1,927	35.70	470	-	-			
Fort Nelson	8,447	7,700	9.70	5,010	5,656	-11.43	3,437	2,044	68.15			
Fort Resolution	498	499	-0.21	498	499	-0.21	-	-	-			
Fort Simpson	900	575	56.52	824	561	46.88	76	14	442.85			
Fort Smith	2,237	1,735	28.93	2,237	1,733	29.08	-	2	-100.00			
Grande Prairie	14,741	9,868	49.38	3,702	2,640	40.22	11,039	7,228	52.72			
Hay River	2,367	2,826	-16.25	2,081	2,522	-17.49	286	304	-5.93			
High Level	12,400	314	*	10,013	314	*	2,387	-	*			
Inuvik	4,179	1,910	118.79	1,929	1,768	9.10	2,250	142	1,484.50			
Lac La Biche	1,033	274	277.00	411	142	189.43	622	132	371.21			
Mayo	698	172	*	698	172	*	-	-	-			
Medicine Hat	4,788	3,696	29.54	1,892	1,586	19.29	2,896	2,110	37.25			
Norman Wells	1,751	1,772	-1.19	1,707	1,767	-3.40	44	5	780.00			
Peace River	11,324	8,413	34.60	6,580	6,587	-0.11	4,744	1,826	159.80			
Rainbow Lake	900	541	*	493	541	*	407	-	*			
Red Deer	18,992	1,679	*	3,051	449	*	15,941	1,230	*			
Smith River	70	- 82	-14.64	70	65	7.69	-	17	-100.00			
Stettler	812	823	*	327	97	*	485	726	*			
Teslin	160	214	-25.24	159	214	-25.71	1	-	-			
Vermilion	292	68	*	157	34	*	135	34	*			
Watson Lake	1,513	1,449	4.41	1,513	1,092	38.55	-	357	-100.00			
Wrigley	201	256	-21.49	201	256	-21.49	-	-	-			
Yellowknife	6,064	4,547	33.36	4,278	3,134	36.50	1,786	1,413	26.39			
Yellowknife Bay	2,221	668	*	2,056	597	*	165	71	*			
Sub-total and percentage change	112,646	55,685	102.29	56,804	36,159	57.09	55,842	19,526	185.98			
Total reported movements and percentage change over same month 1967	414,866	346,182	19.84	165,660	136,732	21.15	238,656	202,113	18.08	10,550	7,337	43.79

* No % change due to non-comparable time (6 months against one month).

Summary of Aircraft Movements by Region and by Airport,
January 1, 1968 to June 30, 1968

Central Region

	Total movements to June 30			Itinerant movements to June 30			Local movements to June 30			Simulated approaches to June 30		
	1968	1967	% change	1968	1967	% change	1968	1967	% change	1968	1967	% change
Airports With Towers:												
Lakehead	56,397	45,685	23.44	15,288	11,779	29.79	40,605	33,500	21.20	504	406	24.13
Regina	53,254	35,450	50.22	18,020	15,078	19.51	34,270	19,823	72.87	964	549	75.59
St. Andrews	29,532	22,442	31.59	6,320	3,195	97.80	23,180	19,244	20.45	32	3	966.67
Saskatoon	55,828	54,536	2.36	16,509	14,544	13.51	37,847	38,304	-1.20	1,472	1,688	-12.80
Winnipeg	116,430	137,437	-15.29	54,691	53,360	2.49	55,454	76,600	-27.61	6,285	7,477	-15.95
Sub-total tower movements and percentage change	311,441	295,550	5.37	110,828	97,956	13.14	191,356	187,471	2.07	9,257	10,123	-8.56
Airports Without Towers:												
Armstrong	936	984	-4.88	464	984	-52.85	472	-	-			
Baker Lake	255	228	11.84	255	228	11.84	-	-	-			
Brandon	27,277	24,786	10.05	2,423	2,143	13.06	24,854	22,643	9.76			
Churchill	2,073	1,496	38.56	1,518	1,189	27.67	555	307	80.78			
Coral Harbour	240	127	88.97	201	113	77.87	39	14	178.57			
Kenora	2,860	2,199	30.05	2,105	1,833	14.83	755	366	106.28			
Lloydminster	-	921	-	-	166	-	-	755	-			
North Battleford	2,977	2,259	31.78	907	509	78.19	2,070	1,750	18.28			
Prince Albert	13,691	1,380	*	3,626	940	*	10,065	440	*			
Red Lake	1,153	921	25.19	697	562	24.02	456	359	27.01			
Resolute Bay	1,039	878	18.33	1,039	878	18.33	-	-	-			
Sioux Lookout	1,478	1,006	46.91	706	659	7.13	772	347	122.47			
Swift Current	5,473	5,073	7.88	2,784	1,843	51.05	2,689	3,230	-16.75			
The Pas	2,713	2,199	23.37	2,395	1,977	21.14	318	222	43.24			
Yorkton	3,949	3,239	21.92	1,186	959	23.67	2,763	2,280	21.18			
Sub-total and percentage change	66,114	47,696	38.61	20,306	14,983	35.52	45,808	32,713	40.02			
Total reported movements and percentage change over same month 1967	377,555	343,246	9.99	131,134	112,939	16.11	237,164	220,184	7.71	9,257	10,123	-8.56

* No % change due to non-comparable time (6 months against one month).

Summary of Aircraft Movements by Region and by Airport,
January 1, 1968 to June 30, 1968

Ontario Region

	Total movements to June 30			Itinerant movements to June 30			Local movements to June 30			Simulated approaches to June 30		
	1968	1967	% change	1968	1967	% change	1968	1967	% change	1968	1967	% change
Airports With Towers:												
Buttonville	79,698	73,243	8.81	14,423	15,675	-7.99	65,229	57,568	13.30	46	-	-
London	43,968	53,584	-17.95	17,705	18,681	-5.23	24,790	33,484	-25.97	1,473	1,419	3.80
North Bay	23,508	18,858	24.65	8,500	8,020	5.98	12,313	9,559	28.81	2,695	1,279	110.71
Ottawa	99,109	101,051	-1.93	42,677	41,656	2.45	49,916	52,836	-5.53	6,516	6,559	-0.66
Toronto International	97,805	97,891	-0.09	71,802	64,812	10.78	17,053	24,326	-29.90	8,950	8,753	2.25
Toronto Island	97,394	112,092	-13.12	26,598	24,769	7.38	70,796	87,309	-18.92	-	14	-100.00
Windsor	28,618	29,751	-3.81	10,441	11,300	-7.61	17,754	17,885	-0.74	423	566	-25.27
Sub-total tower movements and percentage change	470,100	486,470	-3.37	192,146	184,913	3.91	257,851	282,967	-8.88	20,103	18,590	8.13
Airports Without Towers:												
Brantford	11,443	11,316	1.12	1,058	795	33.08	10,385	10,521	-1.30			
Earlton	1,659	1,370	21.09	1,075	1,063	1.12	584	307	90.22			
Gore Bay	656	474	38.39	444	340	30.58	212	134	58.20			
Hamilton (Mount Hope)	77,546	74,343	4.30	4,283	979	337.48	73,263	73,364	-0.14			
Kapuskasing	1,492	2,041	-26.90	934	1,011	-7.62	558	1,030	-45.83			
Killaloe/Bonnechere	890	95	836.84	232	75	209.33	658	20	3,190.00			
Muskoka	12,602	9,729	29.53	3,198	1,803	77.37	9,404	7,926	18.64			
Niagara District**	40,484	13,023	210.86	1,982	1,917	3.39	38,502	11,106	246.67			
Oshawa	29,316	30,133	-2.72	2,217	1,909	16.13	27,099	28,224	-3.99			
Sault Ste. Marie	9,376	7,665	22.32	3,334	2,736	21.85	6,042	4,929	22.58			
Sudbury	6,352	5,278	20.34	4,076	3,390	20.23	2,276	1,888	20.55			
Timmins	3,829	3,452	10.92	2,617	2,314	13.09	1,212	1,138	6.50			
Waterloo/Wellington**	41,253	78,593	-47.52	1,360	914	48.79	39,893	77,679	-48.65			
Welland	11,006	6,010	83.12	1,055	661	59.60	9,951	5,349	86.03			
Wiarton	1,419	1,708	-16.93	1,035	870	18.96	384	838	-54.18			
Sub-total and percentage change	249,323	245,230	1.66	28,900	20,777	39.09	220,423	224,453	-1.80			
Total reported movements and percentage change over same month 1967	719,423	731,700	-1.68	221,046	205,690	7.46	478,274	507,420	-5.75	20,103	18,590	8.13
New Airports added to Survey:												
Carp	39,032			811			38,221					
Guelph	15,922			211			15,711					
Kingston	27,820			1,812			26,008					
Peterborough	4,700			926			3,774					
Sarnia	1,701			1,194			507					
Sub-total	89,175			4,954			84,221					
Total and percentage change in reported movements	808,598	731,700	10.50	226,000	205,690	9.87	562,495	507,420	10.85	20,103	18,590	8.13

** Difference due to changes in reporting methods.

Summary of Aircraft Movements by Region and by Airport,
January 1, 1968 to June 30, 1968

Quebec Region

	Total movements to June 30			Itinerant movements to June 30			Local movements to June 30			Simulated approaches to June 30		
	1968	1967	% change	1968	1967	% change	1968	1967	% change	1968	1967	% change
Airports With Towers:												
Civil:												
Baie Comeau	7,373	7,986	-7.68	5,642	5,905	-4.46	1,672	2,045	-18.24	59	36	63.88
Cartierville	148,868	154,899	-3.90	44,244	46,648	-5.16	104,624	108,251	-3.36	-	-	-
Montreal	128,553	127,284	0.99	68,368	71,687	-4.63	47,381	43,881	7.97	12,804	11,716	9.28
Quebec	54,872	76,587	-28.36	23,023	24,018	-4.15	30,723	51,509	-40.36	1,126	1,060	6.22
Sept-Iles	16,703	19,287	-13.40	10,213	9,149	11.62	6,196	9,782	-36.66	294	356	-17.42
Sub-total Civil	356,369	386,043	-7.69	151,490	157,407	-3.76	190,596	215,468	-11.55	14,283	13,168	8.46
Military:												
Bagotville	24,680	21,631	14.09	5,792	5,863	-1.22	8,568	7,330	16.88	10,320	8,438	22.30
Val d'Or	4,691	4,798	-2.24	2,650	2,341	13.19	2,041	2,450	-16.70	-	7	-100.00
Sub-total Military	29,371	26,429	11.13	8,442	8,204	2.90	10,609	9,780	8.47	10,320	8,445	22.20
Sub-total tower movements and percentage change	385,740	412,472	-6.49	159,932	165,611	-3.43	201,205	225,248	-10.68	24,603	21,613	13.83
Airports Without Towers:												
Beloeil	7,403	1,536	*	-	-	-	7,403	1,536	*			
Fort Chimo	887	1,101	-19.44	869	1,101	-21.08	18	-	-			
Frobisher	1,387	1,440	-3.69	1,387	1,424	-2.60	-	16	-			
Lac Des Loups	274	31	783.87	26	31	-16.13	248	-	-			
Lachute	-	148	-	-	-	-	-	148	-			
La Macaza	348	220	58.18	348	220	58.18	-	-	-			
Mont Joli	2,858	2,234	27.93	2,251	2,234	0.76	607	-	-			
St. Georges De Beauce	161	63	*	161	63	*	-	-	-			
St. Hyacinthe	2,421	1,474	*	449	181	*	1,972	1,293	*			
St. Jerome	17,301	2,369	*	2,233	503	*	15,068	1,866	*			
Sherbrooke	1,776	200	*	532	103	*	1,244	97	*			
Trois Rivieres	7,949	2,275	*	1,826	421	*	6,123	1,854	*			
Sub-total and percentage change	42,765	13,091	226.67	10,082	6,281	60.51	32,683	6,810	379.92			
Total reported movements and percentage change over same month 1967	428,505	425,563	0.69	170,014	171,892	-1.10	233,888	232,058	0.78	24,603	21,613	13.83
New Airports added to Survey:												
Drummondville	4,130			707			3,423					
Gagnon	1,543			1,543			-					
Knob Lake	1,099			1,085			14					
St. Jean	5,517			264			5,253					
Sub-total	12,289			3,599			8,690					
Total and percentage change in reported movements	440,794	425,563	3.57	173,613	171,892	1.00	242,578	232,058	4.53	24,603	21,613	13.83
St. Hubert**		11,819			7,286			1,158			3,375	
St. Jean**		6,164			3,058			3,049			57	

* No % change due to non-comparable time (6 months against one month).
** Reported movements for Expo season only

Summary of Aircraft Movements by Region and by Airport,
January 1, 1968 to June 30, 1968

Atlantic Region

	Total movements to June 30			Itinerant movements to June 30			Local movements to June 30			Simulated approaches to June 30		
	1968	1967	% change	1968	1967	% change	1968	1967	% change	1968	1967	% change
Airports With Towers:												
Civil:												
Fredericton	13,914	16,716	-16.77	7,844	8,213	-4.50	5,878	8,354	-29.64	192	149	28.85
Gander	23,768	28,817	-17.53	9,992	9,687	3.14	13,383	18,449	-27.46	393	681	-42.30
Halifax	54,884	35,144	56.16	16,835	17,031	-1.16	36,428	16,087	126.44	1,621	2,026	-20.00
Moncton	47,068	43,352	8.57	14,704	14,798	-0.64	30,365	26,575	14.26	1,999	1,979	1.01
Saint John	31,847	21,725	46.59	11,414	8,981	27.09	19,940	12,229	63.05	493	515	-4.28
St. John's	5,718	4,960	15.28	4,046	3,959	2.19	1,351	837	61.40	321	164	95.73
Sydney	5,805	4,573	26.94	4,112	3,659	12.38	1,663	881	88.76	30	33	-9.10
Sub-total Civil	183,004	155,287	17.84	68,947	66,328	3.94	109,008	83,412	30.68	5,049	5,547	-8.98
Military:												
Goose Bay	20,702	22,306	-7.20	8,734	9,150	-4.55	11,135	12,254	-9.14	833	902	-7.65
Summerside	7,700	9,896	-22.20	3,938	4,116	-4.33	1,821	3,319	-45.14	1,941	2,461	-21.13
Sub-total Military	28,402	32,202	-11.81	12,672	13,266	-4.48	12,956	15,573	-16.81	2,774	3,363	-17.52
Sub-total tower movements and percentage change	211,406	187,489	12.75	81,619	79,594	2.54	121,964	98,985	23.21	7,823	8,910	-12.20
Airports Without Towers:												
Charlo	1,756	1,214	44.64	566	548	3.28	1,190	666	78.67			
Charlottetown	3,689	3,662	0.73	3,321	3,304	0.51	368	358	2.79			
Deer Lake	1,694	2,000	-15.30	1,694	2,000	-15.30	-	-	-			
Edmundston	476	83	*	300	83	*	176	-	*			
Stephenville	2,065	2,023	2.07	1,992	1,939	2.73	73	84	-13.10			
Trenton	8,157	4,106	98.66	830	698	18.91	7,327	3,408	114.99			
Yarmouth	1,033	985	4.87	1,020	952	7.14	13	33	-60.61			
Sub-total and percentage change	18,870	14,073	34.08	9,723	9,524	2.08	9,147	4,549	101.07			
Total reported movements and percentage change over same month 1967	230,276	201,562	14.24	91,342	89,118	2.49	131,111	103,534	26.63	7,823	8,910	-12.20
New Airports added to Survey:												
Wabush	4,535			3,239			1,296					
Sub-total	4,535			3,239			1,296					
Total and percentage change in reported movements	234,811	201,562	16.49	94,581	89,118	6.13	132,407	103,534	27.86	7,823	8,910	-12.20

* No % change due to non-comparable time (6 months against one month).

Service Bulletin

AVIATION STATISTICS CENTRE

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ASC-SB-2-2

November 1968
Preliminary

W E H A V E M O V E D!
Our new address is:

Aviation Statistics Centre
275 Slater Street
Ottawa 4, Ontario

Station Activity and Traffic Flow

This issue of the Aviation Statistics Centre Service Bulletin contains two graphs relating to Station Activity and Traffic Flow.

They show, on Chart 1, the number of flights from which passengers may deplane, and on Chart 2, the number of passengers deplaned, at Montreal International Airport from points outside Canada, by carrier groups, January 1966 to August 1968.

The following notes explain some of the more drastic fluctuations on both graphs:

1. Eastern Airlines strike, July 8 to August 19, 1966.
2. Air Canada strike, November 14 to 27, 1966.
3. Air France strike, most of May and part of June 1968.
4. BOAC strike, June 16 to July 1, 1968. BOAC operated one return flight daily, to Montreal and Toronto during the strike.

C O N T E N T S

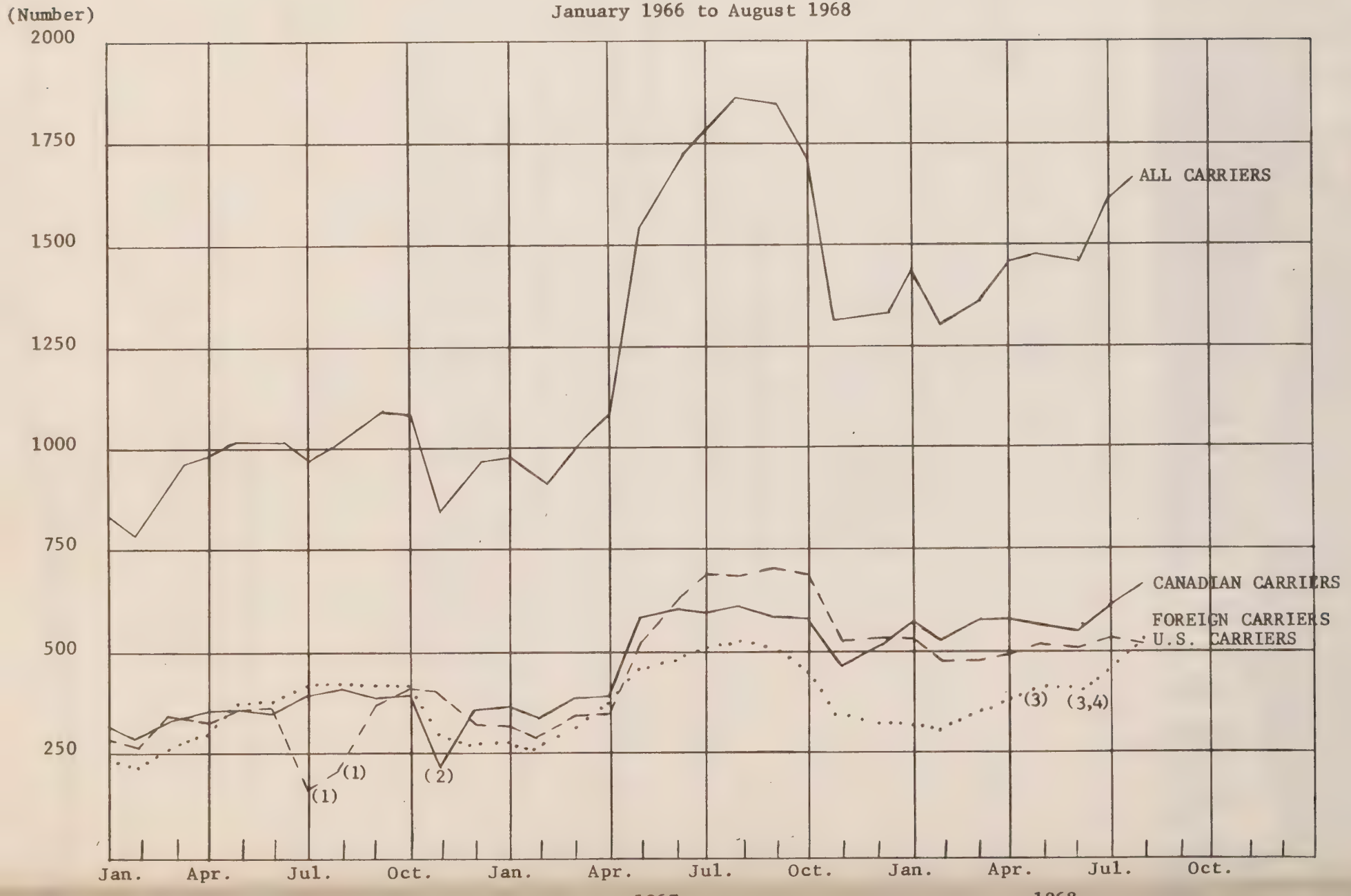
	Page
Introduction and explanatory notes	1
Chart 1 - Scheduled International Flights arriving at Montreal	2
Chart 2 - Passenger Deplanements at Montreal	3

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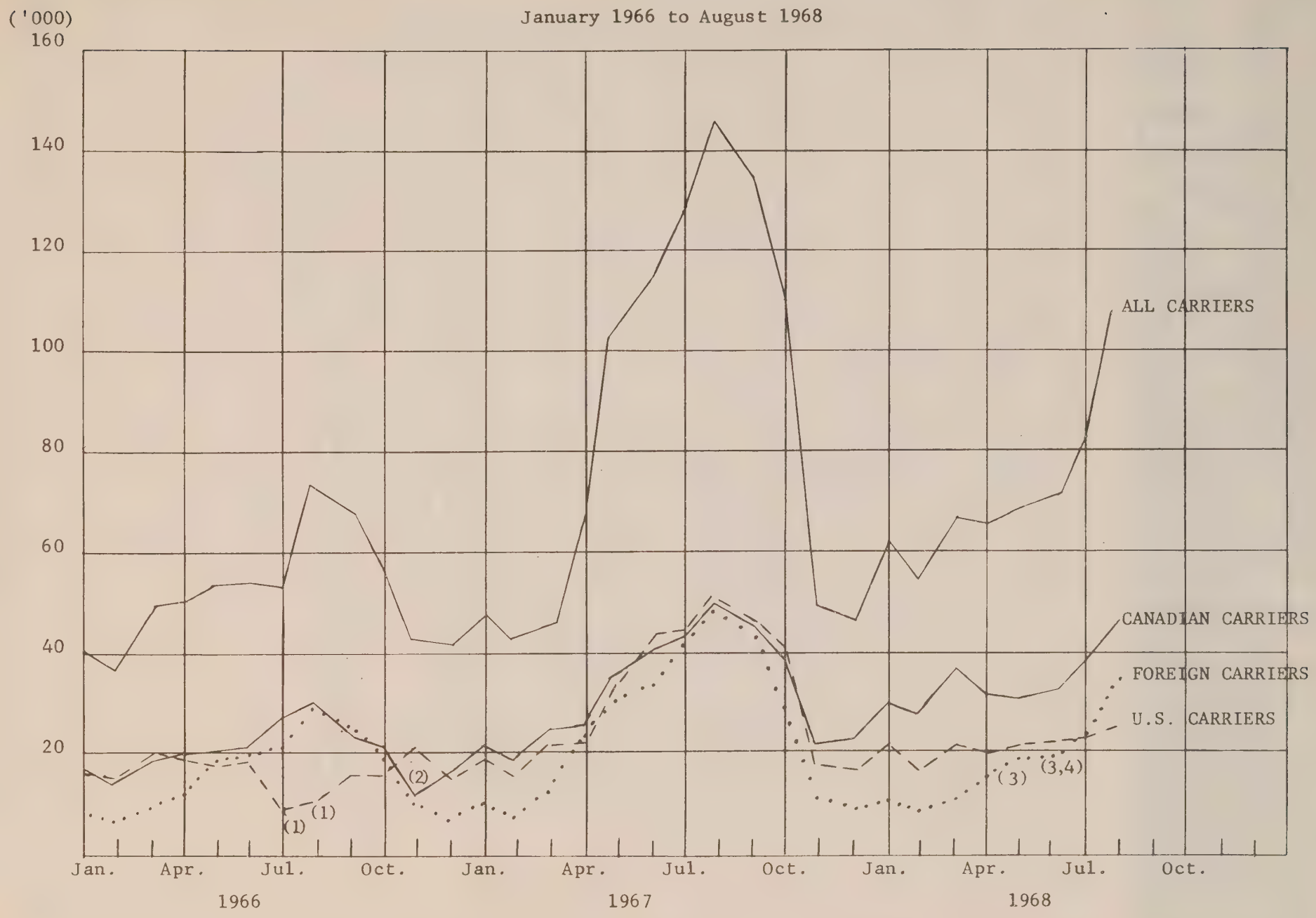
CHART 1

NUMBER OF SCHEDULED INTERNATIONAL FLIGHTS ARRIVING AT MONTREAL,
FROM POINTS OUTSIDE OF CANADA,
FROM WHICH PASSENGERS WERE DEPLANED
BY CARRIER GROUP

January 1966 to August 1968



PASSENGER DEPLANEMENTS AT MONTREAL FROM SCHEDULED FLIGHTS
ARRIVING FROM POINTS OUTSIDE OF CANADA
BY CARRIER GROUP



Service Bulletin

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November 1968
Preliminary

Civil Aviation

The Timeliness Dilemma

Feedback to the Air Transport Industry has been through the Dominion Bureau of Statistics series of Civil Aviation Monthly and Annual publications. In order to eliminate a duplication of reporting to two Government departments, namely the Dominion Bureau of Statistics and the Canadian Transport Commission, reports filed monthly, quarterly and annually with the Air Transport Committee have been used in the compilation of Civil Aviation.

The Air Transport Committee ruling on reporting is that most reports be filed within 45 days of the end of the reporting period. In the past, few air carriers have adhered to this 45-day time limit, which is already 15 days longer than the time allowed for reporting to most DBS surveys.

The Air Transport Association of Canada has brought the problem of the dissemination of meaningful and timely statistics to our doorstep. This suggests that the majority of the members of the industry are interested in current statistics which may be applied in the resolution of operating problems.

Our ability to provide timely statistics is contingent on the timely filing of reports by air carriers. Overleaf, you will find an example of the type of timely information which can be disseminated - after reports have been filed, not before!

Inquiries concerning the material presented may be directed to Mr. D.B. Rankin.

8705-501

MINION BUREAU OF STATISTICS • DEPARTMENT OF TRANSPORT • AIR TRANSPORT COMMITTEE

Civil Aviation
September 1968 Preliminary Data
All Figures are Expressed in '000's
(except Bulk Hours)

	September 1968				Sept. 1967 total	Cumulative Jan.-Sept. 1968 total	Cumulative Jan.-Sept. 1967 total	% change 1968 cum. v's 1967 cum.
	Air Canada	CP Air	Four scheduled carriers(1)	Total(2)				
Operating Statistics								
Unit Toll - Passenger-miles ..	527,234	159,273	19,810	706,317	718,861	5,817,862	5,337,857	+ 9.0
Goods ton-miles ..	11,757	3,543	528	15,828	10,438	118,850	86,901	+ 36.8
Mail ton-miles ...	1,753	438	124	2,315	2,184	18,654	19,480	- 4.2
Bulk hours flown (actual)	667	10	2,084	2,761	3,045	22,261	24,004	- 7.3
Fuel Consumption (Gallons)								
Turbo and jet fuel	24,798	6,196	1,148	32,142	28,442	268,367	234,475	+ 14.4
Gasoline	-	616	630	1,246	1,334	11,800	12,301	- 4.1
Financial Data ($)								
Operating revenues	37,072	10,302	3,263	50,637	48,155	402,720	363,387	+ 10.8
Operating expenses	31,215	8,439	3,507	43,161	38,549	375,182	336,770	+ 11.4
Operating income (deficit) ...	5,857	1,863	(244)	7,476	9,606	27,538	26,617	+ 3.5

(1) The scheduled carriers whose data is presented are Eastern Provincial Airlines, Pacific Western Airlines, Quebecair & Transair.

(2) The six carriers represented in totals normally account for approximately 90% of the revenues & expenses for the Canadian Air Transport industry.

Service Bulletin

AVIATION STATISTICS CENTRE

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December 1968
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Aircraft Movement Statistics

During November 1968 airports with Department of Transport air traffic control towers handled 294,112 aircraft movements, 3,760 less than during the same month a year ago. The lower level of over-all aircraft activity is the result of 8,504 fewer local flights and simulated approaches. These movements represent almost exclusively training flights and as such are strongly related to weather conditions. The category "Itinerant" increased by 4,744 movements compared with November of last year. These flights are for the most part carried out with the help of radio navigational aids and are therefore less dependent on the weather.

On November 1, 1968, St. Hubert Airport was added to the survey. Operations at this airport are in the process of being transferred from the Department of National Defence to the Department of Transport. This move is expected to be completed by April 1, 1969.

A preliminary summary of data from detailed information supplied by the towers is given on page 2. Because the statistics shown are from a tabulation at a relatively early stage in the production of detailed tables, some slight modifications may be made at a later date. Corrections should not show significant differences.

As a result of inquiries received by the Aviation Statistics Centre during the past month, the ten highest ranking airports in each category are now indicated.

Inquiries related to the subject-matter presented should be directed to Mr. Jan Bekooy, Aviation Statistics Centre, ConGill Building, 12th floor, 275 Slater St., Ottawa 4. (Telephone 992-2957)

8705-501

Canada

DOMINION BUREAU OF STATISTICS • DEPARTMENT OF TRANSPORT • AIR TRANSPORT COMMITTEE

Airports with Department of Transport Towers
Total Aircraft Movements by Class of Operation, November 1968

Airports	Rank	Total	Rank	Itinerant (including scheduled)	Rank	Local	Rank	Simulated approaches
Abbotsford		10,652		3,053	8	7,188	8	411
Baie Comeau		1,566		863		694		9
Brandon		4,793		1,370		3,365		58
Buttonville	8	14,760		906	1	13,854		-
Calgary	1	18,370	7	4,863	2	12,567	3	940
Cartierville	4	16,168	8	4,220	3	11,948		-
Edmonton Industrial	5	16,038	5	6,572	6	9,292		174
Edmonton International		3,002		1,679		796	6	527
Fort St. John		1,851		1,095		738		18
Fredericton		1,528		1,081		434		13
Gander International		2,637		1,503		1,007		127
Halifax International		4,083		2,358		1,666		59
Kamloops		2,340		997		1,330		13
Lakehead		5,713		1,834		3,856		23
Lethbridge		3,695		1,252		2,426		17
London		8,043		2,842		5,046		155
Moncton		5,944		2,051		3,572		321
Montreal International	2	17,756	2	10,231	10	6,263	1	1,262
North Bay		1,955		1,005		810		140
Ottawa International	9	13,034	6	6,547		5,743	5	744
Pitt Meadows		10,273	10	3,541	9	6,732		-
Port Hardy		1,548		1,168		380		-
Prince George		2,798		1,372		1,410		16
Quebec		8,203		3,386		4,668		149
Regina		7,446		2,638		4,668		140
St. Hubert	10	12,693		2,721	5	9,489	7	483
St. Andrews		3,630		796		2,834		-
Saint John		4,030		1,634		2,360		36
St. John's		691		625		16		50
Saskatoon		8,217		2,798		5,040	9	379
Sept-Iles		2,655		1,649		914		92
Sydney		707		550		156		1
Toronto International	7	14,794	1	12,115		1,731	2	948
Toronto Island	6	15,608	9	4,062	4	11,546		-
Vancouver International		10,416	3	8,703		1,349	10	364
Victoria International		8,399		3,245		4,992		162
Wabush		977		525		452		-
Whitehorse		3,577		918		2,600		59
Windsor		5,976		1,780		4,074		122
Winnipeg International	3	17,557	4	8,102	7	8,550	4	905
Total November 1968		294,123		118,652		166,554		8,917
Total November 1967		297,883		113,908		174,531		9,444

Service Bulletin

VIATION STATISTICS CENTRE

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Government
Publications

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January 1969
Preliminary

Aircraft Movement Statistics
Airports without Air Traffic Control Towers

This issue of the Bulletin is the second in a series of releases on aircraft movements at selected airports without air traffic control towers.

The report consists of three tables reflecting the complexity of the original reports. Level 1 airports provide the same detail as airports with control towers. Level 2 airports report on a daily basis but in less detail. Level 3 airports submit a weekly report.

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Because the statistics shown are from tabulations at an early stage in the production of detailed tables, some slight modifications may be made at a later date. Corrections should not have any appreciable effect on the magnitudes shown.

Inquiries related to the subject matter presented may be directed to Mr. Jan Bekooy, Aviation Statistics Centre, ConGill Building, 12th Floor, 275 Slater St., Ottawa 4. (Telephone 992-2957)

TABLE 1
Airports without Air Traffic Control Towers,
Aircraft Movements by Class of Operation, October 1968
Level 1

Airports	Total movements	Itinerant movements	Local movements	Simulated approaches
Charlottetown, P.E.I.	787	685	102	-
Deer Lake, Nfld.	244	244	-	-
Fort Nelson, B.C.	1,248	943	295	10
Muskoka, Ont.	2,143	637	1,503	3
Penticton, B.C.	2,277	614	1,663	-
Sault Ste. Marie, Ont.	1,156	562	594	-
Yarmouth, N.S.	200	200	-	-
Total	8,055	3,885	4,157	13

TABLE 2
Airports without Air Traffic Control Towers,
Aircraft Movements by Class of Operation, October 1968
Level 2

Airport	Total movements	Itinerant movements	Local movements
Armstrong, Ont.	57	29	28
Baker Lake, N.W.T.	38	38	-
Brantford, Ont.	2,538	244	2,294
Burwash, Y.T.	36	28	8
Cambridge Bay, N.W.T.	148	148	-
Campbell River, B.C.	1,163	360	803
Castlegar, B.C.	2,684	341	2,343
Charlo, N.B.	261	127	134
Churchill, Man.	194	156	38
Coral Harbour, N.W.T.	20	18	2
Dawson, Y.T.	71	71	-
Earlton, Ont.	357	209	148
Edmundston, N.B.	NIL		
Fort Chimo, Que.	33	33	-
Fort McMurray, Alta.	575	379	196
Fort Resolution, N.W.T.	60	60	-
Fort Simpson, N.W.T.	70	70	-
Fort Smith, N.W.T.	255	255	-
Frobisher, N.W.T.	164	164	-
Gore Bay, Ont.	169	113	56
Grande Prairie, Alta.	3,399	657	2,742
Hay River, N.W.T.	314	291	23
High Level, Alta.	905	905	-
Hope, B.C.	262	132	130
Inuvik, N.W.T.	2,236	1,082	1,154
Kapuskasing, Ont.	546	172	374
Kelowna, B.C.	2,634	795	1,839
Kenora, Ont.	477	266	211
Killaloe/Bonnechere, Ont.	94	22	72
Knob Lake, Que.	280	114	166
La Macaza, Que.	40	40	-
Lac La Biche, Alta.	120	79	41
Mayo, Y.T.	71	71	-
Medicine Hat, Alta.	816	340	476
Mont Joli, Que.	255	198	57
Mount Hope (Hamilton), Ont.	10,387	463	9,924
Niagara District, Ont.	3,785	495	3,290
Norman Wells, N.W.T.	386	386	-
North Battleford, Sask.	626	168	458
Oshawa, Ont.	6,034	624	5,410
Peace River, Alta.	1,897	897	1,000
Pembroke, Ont.	2,110	232	1,878
Powell River, B.C.	505	505	-
Prince Rupert, B.C.	577	577	-
Princeton, B.C.	68	36	32

TABLE 2
Airports without Air Traffic Control Towers,
Aircraft Movements by Class of Operation, October 1968 - Concluded
Level 2

Airport	Total movements	Itinerant movements	Local movements
Quesnel, B.C.	921	211	710
Rainbow Lake, Alta.	615	475	140
Red Deer, Alta.	2,313	589	1,724
Red Lake, Ont.	147	93	54
Resolute, N.W.T.	74	74	-
Sandspit, B.C.	631	120	511
Sarnia, Ont.	742	246	496
Sherbrooke, Que.	549	287	262
Sioux Lookout, Ont.	192	98	94
Smith River, B.C.	16	16	-
Smithers, B.C.	501	228	273
Stephenville, Nfld.	386	386	-
Sudbury, Ont.	2,228	820	1,408
Swift Current, Sask.	641	561	80
Terrace, B.C.	310	263	47
Teslin, Y.T.	26	26	-
The Pas, Man.	485	417	68
Timmins, Ont.	597	505	92
Tofino, B.C.	103	103	-
Trenton, N.S.	1,159	144	1,015
Waterloo/Wellington, Ont.	10,730	204	10,526
Watson Lake, Y.T.	195	195	-
Welland, Ont.	900	172	728
Wiarton, Ont.	513	229	284
Williams Lake, B.C.	1,819	511	1,308
Wrigley, N.W.T.	26	26	-
Yellowknife, N.W.T.	940	691	249
Yorkton, Sask.	643	267	376
Total movements level 2	76,119	20,347	55,772

TABLE 3
Airports without Air Traffic Control Towers,
Aircraft Movements by Class of Operation, October 1968
Level 3

Airport	Total movements	Itinerant movements	Local movements
Beloeil, Que.	840	-	840
Carp, Ont.	6,447	116	6,331
Cranbrook, B.C.	1,540	212	1,328
Dawson Creek, B.C.	1,074	356	718
Drummondville, Que.	1,041	205	836
Gagnon, Que.	208	208	-
Guelph, Ont.	2,244	102	2,142
Havre St. Pierre, Que.	220	220	-
Kingston, Ont.	4,354	314	4,040
Langley, B.C.	7,048	22	7,026
Mingan, Que.	62	62	-
Natashquan, Que.	62	62	-
Nelson, B.C.	397	35	362
Pelee Island, Ont.	741	658	83
Peterborough, Ont.	1,363	375	988
Prince Albert, Sask.	2,307	503	1,804
Revelstoke, B.C.	NIL		
Riviere-au-Tonnerre, Que.	120	120	-
St. Georges de Beauce, Que.	27	27	-
St. Hyacinthe, Que.	1,364	273	1,091
St. Jean, Que.	N.A.		
St. Jerome, Que.	2,795	537	2,258
Stettler, Alta.	N.A.		
Trois Rivieres, Que.	1,340	395	945
Vancouver Harbour, B.C.	422	422	-
Vermilion, Alta.	213	143	70
Vernon, B.C.	1,487	72	1,415
Yellowknife Bay, N.W.T.	411	397	14
Total movements level 3	38,127	5,836	32,291

Service Bulletin

VIATION STATISTICS CENTRE

OTTAWA 4, CANADA

Vol. 1, No. 13
ASC-SB-3-7

January 1969
Preliminary

Aircraft Movement Statistics
Airports without Air Traffic Control Towers

Government Publications

Aircraft Movement Statistics shown in this bulletin are compiled in three series, each reflecting the complexity of reports received from participating airports.

Level 1 airports provide the same detail as airports with control towers. Level 2 airports report on a daily basis but in less detail. Level 3 airports submit a weekly report.

On occasion, data from an airport will not be available in time to be included in the preliminary report.

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Canadian TRANSPORT Commission

DOMINION BUREAU OF STATISTICS • DEPARTMENT OF TRANSPORT • AIR TRANSPORT COMMITTEE

Because the statistics shown are from tabulations at an early stage in the production of detailed tables, some slight modifications may be made at a later date. Corrections should not have any appreciable effect on the magnitude shown.

Inquiries related to the subject matter presented may be directed to Mr. Jan Bekooy, Aviation Statistics Centre, ConGill Building, 12th Floor, 275 Slater St., Ottawa 4. (Telephone 992-2957)

TABLE 1
Airports without Air Traffic Control Towers,
Aircraft Movements by Class of Operation, November 1968
Level 1

Airports	Total movements	Itinerant movements	Local movements	Simulated approaches
Charlottetown, P.E.I.	540	498	42	-
Deer Lake, Nfld.	206	206	-	-
Fort Nelson, B.C.	1,094	923	171	-
Muskoka, Ont.	1,104	271	799	34
Penticton, B.C.	1,924	329	1,595	-
Sault Ste. Marie, Ont.	974	470	504	-
Yarmouth, N.S.	173	173	-	-
Total	6,015	2,870	3,111	34

TABLE 2
Airports without Air Traffic Control Towers,
Aircraft Movements by Class of Operation, November 1968
Level 2

Airport	Total movements	Itinerant movements	Local movements
Armstrong, Ont.	25	1	24
Baker Lake, N.W.T.	36	36	-
Brantford, Ont.	1,810	120	1,690
Burwash, Y.T.	16	16	-
Cambridge Bay, N.W.T.	110	110	-
Campbell River, B.C.	582	254	328
Castlegar, B.C.	2,128	204	1,924
Charlo, N.B.	241	183	58
Churchill, Man.	226	181	45
Coral Harbour, N.W.T.	*		
Dawson, Y.T.	96	96	-
Earlton, Ont.	377	158	219
Edmundston, N.B.	*		
Fort Chimo, Que.	22	22	-
Fort McMurray, Alta.	357	259	98
Fort Resolution, N.W.T.	71	71	-
Fort Simpson, N.W.T.	89	79	10
Fort Smith, N.W.T.	269	269	-
Frobisher, N.W.T.	176	168	8
Gore Bay, Ont.	76	48	28
Grande Prairie, Alta.	3,014	560	2,454
Hay River, N.W.T.	408	388	20
High Level, Alta.	2,340	2,176	164
Hope, B.C.	282	120	162
Inuvik, N.W.T.	672	664	8
Kapuskasing, Ont.	194	102	92
Kelowna, B.C.	2,145	567	1,578
Kenora, Ont.	365	137	228
Killaloe/Bonnechere, Ont.	4	4	-
Knob Lake, Que.	352	98	254
La Macaza, Que.	18	18	-
Lac La Biche, Alta.	62	62	-
Mayo, Y.T.	74	74	-
Medicine Hat, Alta.	606	261	345
Mont Joli, Que.	260	260	-
Mount Hope (Hamilton), Ont.	6,500	313	6,187
Niagara District, Ont.	2,990	363	2,627
Norman Wells, N.W.T.	419	417	2
North Battleford, Sask.	512	148	364
Oshawa, Ont.	4,272	498	3,774
Peace River, Alta.	1,692	828	864
Pembroke, Ont.	1,325	210	1,115
Powell River, B.C.	421	421	-
Prince Rupert, B.C.	387	387	-
Princeton, B.C.	23	23	-

See footnote at end of Table.

TABLE 2
Airports without Air Traffic Control Towers,
Aircraft Movements by Class of Operation, November 1968 - Concluded
Level 2

Airport	Total movements	Itinerant movements	Local movements
Quesnel, B.C.	797	177	620
Rainbow Lake, Alta.	430	430	-
Red Deer, Alta.	2,426	524	1,902
Red Lake, Ont.	96	64	32
Resolute, N.W.T.	41	41	-
Sandspit, B.C.	490	118	372
Sarnia, Ont.	*		
Sherbrooke, Que.	276	159	117
Sioux Lookout, Ont.	178	73	105
Smith River, B.C.	5	5	-
Smithers, B.C.	474	144	330
Stephenville, Nfld.	306	306	-
Sudbury, Ont.	1,788	616	1,172
Swift Current, Sask.	508	416	92
Terrace, B.C.	180	144	36
Teslin, Y.T.	18	18	-
The Pas, Man.	436	386	50
Timmins, Ont.	535	363	172
Tofino, B.C.	192	188	4
Trenton, N.S.	801	98	703
Waterloo/Wellington, Ont.	5,933	133	5,800
Watson Lake, Y.T.	156	156	-
Welland, Ont.	799	159	640
Wiarton, Ont.	315	122	193
Williams Lake, B.C.	1,760	296	1,464
Wrigley, N.W.T.	40	40	-
Yellowknife, N.W.T.	746	688	58
Yorkton, Sask.	507	152	355
Total movements level 2	56,277	17,390	38,887

* Reports not available.

TABLE 3
Airports without Air Traffic Control Towers
Aircraft Movements by Class of Operation, November 1968
Level 3

Airport	Total movements	Itinerant movements	Local movements
Beloeil, Que.	N.A.		
Carp, Ont.	4,101	62	4,039
Cranbrook, B.C.	961	183	778
Dawson Creek, B.C.	938	338	600
Drummondville, Que.	1,043	131	912
Gagnon, Que.	166	166	-
Guelph, Ont.	1,192	50	1,142
Havre St. Pierre, Que.	N.A.		
Kingston, Ont.	3,095	174	2,921
Langley, B.C.	6,089	29	6,060
Mingan, Que.	76	76	-
Natashquan, Que.	70	70	-
Nelson, B.C.	322	49	273
Pelee Island, Ont.	199	160	39
Peterborough, Ont.	843	265	578
Prince Albert, Sask.	1,628	473	1,155
Revelstoke, B.C.	N.A.		
Riviere-au-Tonnerre, Que.	154	154	-
St. Georges de Beauce, Que.	N.A.		
St. Hyacinthe, Que.	1,183	285	898
St. Jean, Que.	N.A.		
St. Jerome, Que.	2,809	303	2,506
Stettler, Alta.	N.A.		
Trois Rivieres, Que.	725	231	494
Vancouver Harbour, B.C.	323	323	-
Vermilion, Alta.	176	127	49
Vernon, B.C.	1,328	32	1,296
Yellowknife Bay, N.W.T.	47	45	2
Total movements level 3	27,468	3,726	23,742

Service Bulletin

AVIATION STATISTICS CENTRE

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Vol. 1, No. 14
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January 1969
Preliminary

Aircraft Movement Statistics
Airports with DOT Air Traffic Control Towers

During December 1968, aircraft activity at airports with Department of Transport Control towers, amounted to 219,297 movements, 21,098 less than during the same month the year before. Locals and simulated approaches recorded 21,117 fewer flights, continuing a downward trend in training activities at controlled airports which began in October 1968. The towers reported 100,385 itinerant movements, almost the same number as the year before. See table on page 2.

Preliminary compilation of data for the whole year of 1968 shows that DOT air traffic control towers recorded 4,036,335 movements, compared with 4,037,749 in 1967. This indicates that the expansion of total air traffic movements at DOT tower controlled airports, which began in 1965, has subsided in 1968. Interesting to note is that the Itinerant class gained 50,467 movements against a loss of 51,824 Locals. Simulated approaches retained the same level with 114,424 movements. See table on page 3.

The preliminary summary of data in this bulletin is compiled from detailed information supplied by the towers. Final tabulations may be subject to slight modifications. However, corrections should not show significant differences.

Inquiries related to the subject-matter presented should be directed to Mr. Jan Bekooy, Aviation Statistics Centre, GonGill Building, 12th Floor, 275 Slater St., Ottawa 4. (Telephone 992-2957 and 992-2248)

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Canadian TRANSPORT Commission

UNION BUREAU OF STATISTICS • DEPARTMENT OF TRANSPORT • AIR TRANSPORT COMMITTEE

Airports with Department of Transport Towers
Total Aircraft Movements by Class of Operation, December 1968

Airports	Rank	Total	Rank	Itinerant (including scheduled)	Rank	Local	Rank	Simulated approaches
Abbotsford		6,366		2,230		3,835	7	301
Baie Comeau		1,160		738		410		12
Brandon		3,218		1,186		2,017		15
Buttonville	6	10,773		690	1	10,083		-
Calgary	5	12,312	7	4,451	3	7,262	4	599
Cartierville	8	9,762		2,382	2	7,380		-
Edmonton Industrial	7	10,726	6	4,472	6	6,142		112
Edmonton International		2,766		1,605		725	6	436
Fort St. John		1,214		898		308		8
Fredericton		1,507		996		498		13
Gander International		2,442		1,467		883		92
Halifax International		3,840		2,611		968	8	261
Kamloops		1,198		653		528		17
Lakehead		3,296		1,666		1,600		30
Lethbridge		3,034		936		2,096		2
London		6,136		2,160		3,826		150
Moncton		5,670		1,973		3,469		228
Montreal International	1	15,359	2	9,984	9	4,539	2	836
North Bay		2,303		987		1,170		146
Ottawa International	4	10,859	5	5,331	8	4,883	3	645
Pitt Meadows		6,702		2,410	10	4,292		-
Port Hardy		1,158		842		312		4
Prince George		1,464		865		592		7
Quebec		6,097	10	2,670		3,358		69
Regina		5,600		2,211		3,278		111
St. Hubert	9	9,450	9	2,739	5	6,471	10	240
St. Andrews		4,268		934		3,328		6
Saint John		3,935		1,516		2,320		99
St. John's		647		586		32		29
Saskatoon		5,932		2,197		3,596		139
Sept-Iles		2,028		1,508		506		14
Sydney		513		503		7		3
Toronto International	2	14,624	1	11,808		1,786	1	1,030
Toronto Island	10	9,351	8	2,873	4	6,478		-
Vancouver International		8,263	4	7,214		794	9	255
Victoria International		4,775		1,748		2,938		89
Wabush		843		490		352		1
Whitehorse		2,189		589		1,588		12
Windsor		3,472		1,383		1,987		102
Winnipeg International	3	14,045	3	7,883	7	5,576	5	586
Total December 1968		219,297		100,385		112,213		6,699
Total December 1967		240,395		100,366		131,754		8,275

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Preliminary

Aircraft Movement Statistics

Airports with Air Traffic Control Towers

Government Publications

December 1968

ERRATA

The figures shown in the above publication on page 2 should read as follows:

	Total	Itinerant (including scheduled)	Local	Simulated approaches
Victoria International	6,611	2,644	3,848	119
Total December 1968	221,133	101,281	113,123	6,729

The figures on page 3, Year 1968, should read as follows:

	Total	Itinerant (including scheduled)	Local	Simulated approaches
Victoria International	119,439	49,701	67,602	2,136
Total Year 1968	4,038,171	1,661,958	2,261,759	114,454

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Airports with Department of Transport Towers
Total Aircraft Movements by Class of Operation, Year 1968

Airports	Rank	Total	Rank	Itinerant (including scheduled)	Rank	Local	Rank	Simulated approaches
Abbotsford	10	159,324		49,372	7	105,696	8	4,256
Baie Comeau		15,743		11,488		4,143		112
Brandon		57,751		8,297		47,593		1,861
Buttonville	9	170,701		22,506	4	148,149		46
Calgary	4	231,423	8	64,849	2	159,589	6	6,985
Cartierville	1	313,307	5	91,527	1	221,780		-
Edmonton Industrial	6	202,178	7	82,652	6	117,105		2,421
Edmonton International		40,339		21,932		11,065	5	7,342
Fort St. John		24,303		15,637		8,414		252
Fredericton		25,352		16,755		8,280		317
Gander International		52,972		22,972		29,068		932
Halifax International		98,660		34,871		61,289		2,500
Kamloops		37,771		19,613		18,032		126
Lakehead		93,628		27,501		65,441		686
Lethbridge		53,286		18,054		35,013		219
London		100,709		37,654		60,340		2,715
Moncton		95,247		30,330		61,614	10	3,303
Montreal International	2	256,804	2	140,512	9	95,670	1	20,622
North Bay		43,157		17,008		21,569	7	4,580
Ottawa International	8	193,824	6	87,360	10	94,970	3	11,494
Pitt Meadows		156,517	10	56,451	8	100,066		-
Port Hardy		18,865		15,987		2,824		54
Prince George		54,314		21,500		32,334		480
Quebec		113,262		48,851		62,610		1,801
Regina		105,926		36,957		67,196		1,773
St. Hubert		22,142		5,459		15,958		725
St. Andrews		46,517		10,215		36,264		38
Saint John		60,875		23,771		36,101		1,003
St. John's		11,126		8,544		2,013		569
Saskatoon		105,616		34,103		68,293		3,220
Sept-Iles		34,223		21,664		11,998		561
Sydney		12,413		8,836		3,523		54
Toronto International	7	200,864	1	153,336		32,335	2	15,193
Toronto Island	5	214,710	9	59,407	3	155,303		-
Vancouver International		152,642	3	129,730		19,138	9	3,774
Victoria International		117,603		48,805		66,692		2,106
Wabush		10,773		5,850		4,922		1
Whitehorse		34,261		18,703		15,364		194
Windsor		59,607		22,735		35,958		914
Winnipeg International	3	237,600	4	109,268	5	117,137	4	11,195
Total 1968		4,036,335		1,661,062		2,260,849		114,424
Total 1967		4,037,749		1,610,595		2,312,673		114,481
Total 1966		3,316,740		1,320,417		1,892,615		103,708
Total 1965		2,688,239		1,113,507		1,482,740		91,992

Service Bulletin

AVIATION STATISTICS CENTRE

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Vol. 1, No. 15
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February 1969
Preliminary

Civil Aviation - August 1968
Groups I-IV

To improve upon the timeliness of information published in the Civil Aviation monthly publications certain items have been selected for release in the Service Bulletin before the complete monthly report can be printed.

Data from the monthly reports of some 114 Canadian commercial air carriers are edited and compiled as soon as they are received. Results are then summarized by carrier group. Carrier groupings are financial categories which separate airline operators by size and, to some extent, type of service. Groups I and II consist of the two major airlines and four regional carriers. Group III is composed of twenty-nine carriers with over $500,000 gross annual flying revenue and in Group IV there are seventy-nine companies with $150,000 - $500,000 gross annual flying revenues.

As can be seen from the accompanying table, carriers in Groups I and II account for most of the unit toll traffic and revenues. The smaller carriers, Group III and Group IV, are more concerned with charter activities between centres not served by the major airlines.

The table excludes the operations of foreign carriers, Group V operators and specialty flying services. Information concerning these operations may be found in the Civil Aviation monthly publication.

Inquiries related to the subject-matter presented should be directed to Mr. K.J. Marks, Aviation Statistics Centre, ConGill Building, 12th Floor, 275 Slater St., Ottawa 4, Ontario, (Telephone 992-2957).

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Canadian TRANSPORT
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Civil Aviation
Canadian Air Carriers
Groups I-IV
Month of August 1968 and Eight Months Total 1968

	August 1968 Group I and II	August 1968 Group I-IV	% change from August 1967 I-IV	Jan.-Aug. 1968 Group I-IV	% change from Jan.-Aug. 1967 I-IV
Unit Toll					
Hours flown	40,842	47,566	+ 6.6	325,686	+ 9.6
Passengers carried	847,253	877,249	— 0.6	5,653,798	+ 3.9
Passenger-miles	861,785,016	867,521,213	+ 6.1	5,137,807,754	+ 10.7
Goods carried ... (lbs.)	22,291,718	24,171,748	+ 17.1	183,588,535	+ 16.8
Goods ton-miles	16,162,095	16,574,435	+ 34.3	124,675,934	+ 29.0
Unit toll revenues ..... $	54,908,279	56,115,316	+ 10.8	343,931,452	+ 12.5
Bulk					
Hours flown	3,474	63,712	+ 7.1	284,888	+ 3.5
Passengers carried	23,806	131,466	+ 15.1	605,640	+ 13.8
Passenger-miles	52,960,706	124,783,223	+ 63.8	461,975,552	+ 61.8
Goods carried ... (lbs.)	1,261,990	19,022,805	+ 26.3	107,274,228	+ 21.8
Goods ton-miles	576,662	1,367,386	+ 22.6	12,384,452	+ 24.5
Bulk transport revenues $	2,300,624	11,253,527	+ 25.5	48,737,946	+ 20.5
Total operating revenues $	57,834,928	70,211,422	+ 11.8	409,086,488	+ 12.6
Total operating expenses $	45,497,015	54,168,005	+ 10.8	382,861,897	+ 12.9
Net income after taxes $	6,961,226	10,419,487	+ 4.5	26,244,591	+ 101.1

Service Bulletin

AVIATION STATISTICS CENTRE

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Aircraft Fleet Canadian Commercial Carriers as of July 15, 1968

The following pages summarize by type and model the composite fleet of Canadian air carriers as of July 15, 1968. Both owned and leased aircraft are included. Because of the interest previously shown in such data, fleet reports will be published in the Service Bulletin from time to time as the information becomes available.

Inquiries with reference to the data presented may be directed to Mr. K.J. Marks, Aviation Statistics Centre, 275 Slater Street, Ottawa 4.

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Canadian TRANSPORT Commission

DOMINION BUREAU OF STATISTICS • DEPARTMENT OF TRANSPORT • AIR TRANSPORT COMMITTEE

Table 1. Group A Fixed Wing Aircraft

Manufacturer	Model	Number
Boeing	Fortress B17G	1
	B727	1
	B707	2
Bristol	Freighter 170	3
Consolidated	Canso PBY5A	27
Convair	CV640	4
Convair	CV990	1
Curtiss Wright	C 46	2
Douglas	A 26	1
	DC 3	54
	DC 4	13
Carvair	DC 4V	3
	DC6	11
	DC7	2
	DC8	33
	DC9	25
Fairchild	F 27	7
Grumman	Avenger TBM	18
	Gulfstream	1
Handley Page	Dart Herald	3
Hawker Siddeley	DH 125	2
	HS 748	1
Lockheed	Hercules	1
	Lodestar 18-56	6
	L 1049	4
Martin	Mars JRM	2
Vickers	Vanguard	23
	Viscount 724	7
	Viscount 757	34
Total		292

Table 2. Group B Fixed Wing Aircraft

Manufacturer	Model	Number
Aero Commander	1121	3
	560	3
	680	17
Avro	Anson V	5
Barkley Crow	T-8P1	1
Beech	AT 11	2
	18	75
	23-24 Turbo 18	1
	35	3
	45	6

Table 2. Group B Fixed Wing Aircraft - Continued

Manufacturer	Model	Number
Beech - Concluded	C 50	1
	65-80	3
	65-90	1
	95	15
Bellanca	31-55	2
	66-75	1
Boeing	Stearman 225	1
	Stearman 450	5
	75	15
Callair	A-9	8
	B-1	3
Cessna	180	281
	182	17
	185	60
	188	2
	195	2
	205	1
	206	24
	210	7
	310	19
	320	3
	336	2
	337	8
	402	4
	411	1
	T 50	1
De Havilland	Beaver	168
	Turbo-Beaver	4
	Dove 104	1
	Heron	1
	Otter	59
	Twin Otter	9
Dornier	28	3
Fairchild	Husky F 11	5
Found Bros.	FBA2C	14
Grumman	Goose G 21	10
	Widgeon G-44	4
	Mallard G-73	3
	AG Cat G 164	2
Helio	Courier H 395	3
Howard	DGA 15	2
Lear Jet	24	2
Lockheed	Electra 10	4
	Electra 12	1
Mooney	M 20	1
Noorduyn Norseman	IV	8
	V	21
	VI	16
	UC 64	5

Table 2. Group B Fixed Wing Aircraft - Concluded

Manufacturer	Model	Number
North American	Harvard MK 2	7
Piper	PA 23 Apache	60
	PA 23 Aztec	58
	PA 24 Commanche	5
	PA 25	1
	PA 25B	12
	PA 28	5
	PA 30 Twin Commanche	8
	PA 31	1
	PA 32	3
Republic	Seebee	2
Snow	Commander	8
Stinson	SR 9	5
	SR 10	3
Waco		2
Total		1,129

Table 3. Group C Fixed Wing Aircraft

Manufacturer	Model	Number
Aero Commander	100	1
Alon	A 2	3
Aeronca	-	-
	Sedan 15	5
Beech	Musketeer 23	11
	305	1
	120	2
	140	9
	150	322
	170	4
	172	185
	175	5
	177	14
Champion	Traveller 7	61
	Lancer 402	1
De Havilland	Chipmunk	1
Fleet	Canuck 80	32
Forney	Ercoupe 415	3
Luscombe (Silvaire)	Observer 8	4
Maule	Beedee M-4	3
Piper	Cub Trainer J-3	16
	Cub Special PA 11	11
	Super Cruiser PA 12	18
	Clipper PA 16	1

Table 3. Group C Fixed Wing Aircraft - Concluded

Manufacturer	Model	Number
Piper - Concluded	Super Cub PA 18	81
	Tri Pacer PA 22	55
	Pawnee PA 25	8
	Cherokee PA 28	134
Stinson	Voyager 108	5
Taylorcraft	BC 12	2
Total		998

Table 4. Helicopters

Manufacturer	Model	Number
Group B		
Bell	204 B	9
Sikorsky	S-55	15
	S-58	1
Sud Aviation	Allouette 2	10
	Allouette 3	1
	Astazou	3
Boeing-Vertol	42 A	3
	44 B	1
Total Group B		43
Group C		
Bell	206 A	19
	47 G	187
	47 J	18
Brantley	B-2	2
	305	2
Hughes	300	7
	269 A	10
	280	1
Hiller	UH12E	25
	FH-1100	18
	L-4	1
	UH12	11
Total Group C		301
Total Group B & C		344

Service Bulletin

AVIATION STATISTICS CENTRE

OTTAWA 4, CANADA

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Preliminary

Airport Activity

The Airport Activity tables contained in this issue present the volume of passengers, mail, and cargo generated by regularly scheduled air traffic at Toronto, Montreal and Vancouver International Airports. The data covers the four quarters of 1967, and the first three quarters of 1968. The tables will not balance horizontally within traffic categories, because the intransit load may arrive under one category and depart under another. Cargo is the total of express and freight.

Inquiries relating to the data may be directed to Mr. G.C. Coleman, Aviation Statistics Centre, ConGill Building, 12th Floor, 275 Slater St., Ottawa 4. (Telephone 992-2332)

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Canadian TRANSPORT Commission

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Toronto International Airport

Airport Activity Tables

Scheduled International and Mainline Domestic Flights

1967

	Arriving Load			Deplaned			Enplaned			Departing Load		
	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo
		(000 lbs.)			(000 lbs.)			(000 lbs.)			(000 lbs.)	
Domestic:												
1st Quarter	313,044	3,164.7	9,570.0	278,851	1,649.9	3,266.8	281,287	2,178.4	6,591.4	314,108	3,703.2	13,191.3
2nd "	432,174	3,392.4	9,524.5	362,527	1,728.2	2,400.7	373,569	2,332.2	7,495.7	444,790	3,996.2	14,970.7
3rd "	568,142	3,203.5	8,871.6	470,839	1,724.3	2,562.4	455,489	2,160.7	7,413.8	558,564	3,632.9	14,051.3
4th "	400,828	3,794.0	10,308.2	349,816	2,135.7	3,680.9	333,965	2,462.8	8,550.6	383,169	4,027.3	15,600.5
Total Domestic	1,714,188	13,554.6	38,274.3	1,462,033	7,238.1	11,910.8	1,444,310	9,134.1	30,051.5	1,700,631	15,359.6	57,813.8
International Transborder:												
1st Quarter	148,832	395.8	5,290.9	143,776	355.6	4,750.5	150,618	219.8	1,778.4	155,531	237.2	1,893.1
2nd "	192,358	437.9	6,637.9	183,026	399.8	6,129.3	163,023	211.9	1,732.8	172,595	246.8	1,880.7
3rd "	227,088	425.9	6,408.1	216,119	396.1	5,990.2	216,446	222.9	1,942.3	224,964	249.6	2,076.5
4th "	176,626	503.3	6,440.3	170,670	486.6	6,084.5	188,913	264.7	1,971.0	196,230	291.2	2,121.2
Sub-Total - Transborder	744,904	1,762.9	24,777.2	713,591	1,638.1	22,954.5	719,000	919.3	7,424.5	749,320	1,024.8	7,971.5
Other International:												
1st Quarter	43,510	110.4	791.2	40,729	101.8	775.0	34,839	126.3	660.8	39,135	147.7	805.9
2nd "	45,614	123.6	1,084.5	42,365	109.4	1,030.4	32,105	121.3	794.3	33,540	139.1	857.9
3rd "	54,389	115.4	1,260.7	49,745	105.0	1,181.8	44,858	112.7	1,019.0	46,181	133.2	1,053.3
4th "	30,949	199.4	1,848.4	28,743	188.8	1,554.2	29,521	265.5	943.1	32,174	360.2	1,020.2
Sub-Total - Other International	174,462	548.8	4,984.8	161,582	505.0	4,541.4	141,323	625.8	3,417.2	151,030	780.2	3,737.3
International:												
1st Quarter	192,342	506.2	6,082.1	184,505	457.5	5,525.5	185,457	346.2	2,439.2	194,666	385.0	2,699.1
2nd "	237,972	561.5	7,722.4	225,391	509.3	7,159.7	195,128	333.3	2,527.1	206,135	385.9	2,738.6
3rd "	281,477	541.4	7,668.8	265,864	501.1	7,172.1	261,304	335.6	2,961.4	271,145	382.8	3,129.8
4th "	207,575	702.7	8,288.7	199,413	675.4	7,638.8	218,434	530.3	2,914.2	228,404	651.4	3,141.5
Total International	919,366	2,311.8	29,762.0	875,173	2,143.3	27,496.1	860,323	1,545.4	10,841.9	900,350	1,805.1	11,709.0
Grand Total:												
1st Quarter	505,386	3,671.0	15,652.1	463,356	2,107.4	8,792.3	466,744	2,524.6	9,030.7	508,774	4,088.2	15,890.5
2nd "	670,146	3,954.0	17,247.0	587,918	2,237.5	9,560.5	568,697	2,665.6	10,022.9	650,925	4,382.1	17,709.3
3rd "	849,619	3,745.0	16,540.4	736,703	2,225.5	9,734.6	716,793	2,496.3	10,375.3	829,709	4,015.8	17,181.1
4th "	608,403	4,496.7	18,597.0	549,229	2,811.1	11,319.8	552,399	2,993.1	11,464.8	611,573	4,678.7	18,742.1
GRAND TOTAL	2,633,554	15,866.7	68,036.5	2,337,206	9,381.5	39,407.2	2,304,633	10,679.6	40,893.7	2,600,981	17,164.8	69,523.0

Note: Totals for Mail and Cargo may not balance due to rounding.

Toronto International Airport

Airport Activity Tables

Scheduled International and Mainline Domestic Flights

1968

	Arriving Load			Deplaned			Enplaned			Departing Load		
	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo
		(000 lbs.)			(000 lbs.)			(000 lbs.)			(000 lbs.)	
Domestic:												
1st Quarter	330,167	3,648.3	10,389.1	299,526	2,079.0	4,235.2	303,317	2,426.7	7,777.3	331,365	3,924.1	14,212.9
2nd "	411,907	3,649.5	12,076.0	362,088	1,979.5	4,669.3	356,583	2,633.9	8,995.1	404,363	4,260.1	16,887.1
3rd "	487,551	2,669.3	13,019.6	433,285	2,081.3	8,656.7	404,503	2,587.6	12,636.3	462,099	3,134.5	17,409.1
International Transborder:												
1st Quarter	200,827	496.1	6,701.4	196,772	489.4	6,425.1	194,864	240.5	1,892.0	200,985	264.3	1,999.1
2nd "	212,841	506.8	7,357.0	206,663	492.3	6,977.2	192,993	237.7	2,097.8	198,293	263.2	2,194.5
3rd "	231,646	509.4	7,849.0	223,040	496.4	7,466.0	225,018	175.8	2,734.1	231,763	186.8	2,822.1
Other International:												
1st Quarter	48,672	179.3	1,482.8	44,702	167.2	1,287.5	36,626	233.1	857.3	41,123	300.1	940.1
2nd "	49,112	180.2	1,892.5	45,805	156.3	1,542.4	39,980	224.7	1,127.9	42,204	281.3	1,275.8
3rd "	69,404	144.2	2,511.3	65,293	123.2	2,213.0	55,324	149.4	1,309.5	57,966	213.6	1,492.7
International:												
1st Quarter	249,499	675.4	8,184.2	241,474	656.6	7,712.5	231,490	473.7	2,749.3	242,108	564.4	2,939.3
2nd "	261,953	686.9	9,249.4	252,468	648.6	8,519.6	232,973	462.4	3,225.7	240,497	544.5	3,470.3
3rd "	301,050	653.6	10,360.2	288,333	619.6	9,679.0	280,342	325.2	4,043.6	289,729	400.4	4,314.9
Grand Total:												
1st Quarter	579,666	4,323.7	18,573.3	541,000	2,735.6	11,947.7	534,807	2,900.4	10,526.6	573,473	4,488.5	17,152.2
2nd "	673,860	4,336.4	21,325.4	614,556	2,628.1	13,188.9	589,556	3,096.3	12,220.8	644,860	4,804.6	20,357.4
3rd "	788,601	3,322.9	23,379.8	721,618	2,700.9	18,335.7	684,845	2,912.8	16,679.9	751,828	3,534.9	21,724.0

Montreal International Airport

Airport Activity Tables

Scheduled International and Mainline Domestic Flights

1967

	Arriving Load			Deplaned			Enplaned			Departing Load		
	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo
		(000 lbs.)			(000 lbs.)			(000 lbs.)			(000 lbs.)	
Domestic:												
1st Quarter	252,290	2,206.9	6,800.9	223,918	1,459.3	2,401.7	220,721	1,782.6	6,578.1	252,736	2,570.8	11,219.9
2nd "	347,671	2,272.4	7,293.3	312,917	1,689.6	3,927.8	307,022	1,846.9	7,355.0	347,905	2,455.9	10,903.2
3rd "	435,697	2,084.3	6,918.9	388,406	1,530.3	3,032.8	391,545	1,809.3	6,881.7	446,431	2,447.0	11,149.2
4th "	268,358	2,608.6	7,916.2	238,247	1,905.6	4,199.7	271,989	2,352.1	8,841.1	303,566	3,071.2	13,094.2
Total Domestic	1,304,016	9,172.2	28,929.3	1,163,488	6,584.8	13,562.0	1,191,277	7,790.9	29,655.9	1,350,638	10,544.9	46,366.5
International Transborder:												
1st Quarter	118,806	290.3	4,320.6	110,541	259.3	2,416.7	107,277	136.8	1,256.9	117,360	236.0	4,114.0
2nd "	210,941	338.1	4,483.6	191,392	309.4	2,638.2	179,808	172.5	1,682.9	196,019	272.9	5,269.6
3rd "	275,624	338.8	4,363.8	256,887	307.0	2,800.8	265,544	192.6	1,747.4	286,959	287.6	5,381.3
4th "	156,520	460.4	4,753.9	146,454	418.2	2,954.5	167,057	214.7	1,773.0	180,799	361.1	5,697.3
Sub-Total - Transborder	761,891	1,427.6	17,921.9	705,274	1,293.9	10,810.2	719,686	716.6	6,460.2	781,137	1,157.6	20,462.2
Other International:												
1st Quarter	59,814	678.8	11,021.7	40,552	473.0	7,413.6	26,872	360.3	1,784.0	40,673	457.3	4,196.4
2nd "	125,383	808.1	11,660.1	90,820	605.9	7,269.4	72,057	361.2	1,821.8	103,829	465.5	4,288.7
3rd "	194,736	903.5	12,157.8	148,862	646.7	7,536.9	121,122	367.9	1,731.7	156,723	478.0	3,900.3
4th "	88,528	996.9	14,684.3	58,837	706.9	9,389.8	58,852	578.9	2,463.4	83,401	748.6	5,096.3
Sub-Total - Other International	468,461	3,387.3	49,523.9	339,071	2,432.5	31,609.7	278,903	1,668.3	7,800.9	384,626	2,149.4	17,481.7
International:												
1st Quarter	178,620	969.1	15,342.4	151,093	732.3	9,830.3	134,149	497.2	3,040.9	158,033	693.3	8,310.4
2nd "	336,324	1,146.2	16,143.8	282,212	915.4	9,907.6	251,865	533.8	3,504.7	299,848	738.5	9,558.3
3rd "	470,360	1,242.4	16,521.6	405,749	953.7	10,337.7	386,666	560.6	3,479.1	443,682	765.6	9,281.6
4th "	245,048	1,457.4	19,438.3	205,291	1,125.1	12,344.4	225,909	793.6	4,236.5	264,200	1,109.8	10,793.7
Total International	1,230,352	4,815.1	67,446.1	1,044,345	3,726.5	42,420.0	998,589	2,385.2	14,261.2	1,165,763	3,307.2	37,944.0
Grand Total:												
1st Quarter	430,910	3,176.0	22,143.3	375,011	2,191.6	12,232.0	354,870	2,279.8	9,619.1	410,769	3,264.2	19,530.3
2nd "	683,995	3,418.6	23,437.1	595,129	2,605.0	13,835.4	558,887	2,380.7	10,859.8	647,753	3,194.4	20,461.5
3rd "	906,057	3,326.7	23,440.6	794,155	2,484.1	13,370.6	778,211	2,370.0	10,360.9	890,113	3,212.7	20,430.9
4th "	513,406	4,066.0	27,354.6	443,538	3,030.7	16,544.2	497,898	3,145.8	13,077.6	567,766	4,181.1	23,888.0
GRAND TOTAL	2,534,368	13,987.3	96,375.6	2,207,833	10,311.4	55,982.2	2,189,866	10,176.3	43,917.4	2,516,401	13,852.4	84,310.7

Note: Totals for Mail and Cargo may not balance due to rounding.

Montreal International Airport

Airport Activity Tables

Scheduled International and Mainline Domestic Flights

1968

	Arriving Load			Deplaned			Enplaned			Departing Load		
	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo
		(000 lbs.)			(000 lbs.)			(000 lbs.)			(000 lbs.)	
Domestic:												
1st Quarter	249,830	2,305.8	7,265.3	222,078	1,431.0	1,815.9	232,298	2,211.3	8,030.3	260,651	3,133.2	13,818.4
2nd "	305,400	2,556.4	9,085.0	264,963	1,751.9	4,524.8	273,453	2,170.3	8,672.5	313,013	3,011.5	13,543.0
3rd "	349,370	2,042.5	9,435.2	295,949	1,882.4	8,278.1	309,923	1,883.3	12,454.5	362,626	2,091.2	13,951.4
International Transborder:												
1st Quarter	140,064	386.5	4,832.6	132,922	358.1	2,932.2	126,230	194.8	1,586.6	135,609	288.3	4,875.8
2nd "	149,938	359.9	5,328.1	133,664	327.3	3,253.2	125,122	153.1	1,488.8	139,051	267.2	4,928.2
3rd "	174,671	343.6	5,297.9	154,021	333.1	3,378.6	153,206	110.2	1,539.2	176,779	211.3	4,656.8
Other International:												
1st Quarter	68,442	776.4	13,437.8	47,653	530.2	9,130.0	35,724	444.2	2,812.3	53,675	578.3	5,392.6
2nd "	101,064	824.8	14,211.2	73,423	571.8	9,752.1	69,343	438.8	2,847.2	100,206	573.7	5,631.6
3rd "	168,679	696.1	16,251.8	126,447	484.5	11,932.4	102,750	359.0	3,410.6	142,777	432.3	6,191.9
International:												
1st Quarter	208,506	1,162.9	18,270.4	180,575	888.3	12,062.2	161,954	639.0	4,398.9	189,284	866.6	10,268.4
2nd "	251,002	1,184.7	19,539.3	207,087	899.0	13,005.3	194,465	591.9	4,336.0	239,257	840.9	10,559.7
3rd "	343,350	1,039.7	21,549.7	280,468	817.7	15,311.0	255,956	469.2	4,949.8	319,556	643.6	10,848.7
Grand Total:												
1st Quarter	458,336	3,468.7	25,535.7	402,653	2,319.3	13,878.1	394,252	2,850.3	12,429.2	449,935	3,999.8	24,086.8
2nd "	556,402	3,741.1	28,624.3	472,050	2,650.9	17,530.1	467,918	2,762.2	13,008.5	552,270	3,852.4	24,102.7
3rd "	692,720	3,082.2	30,984.9	576,417	2,700.1	23,589.1	565,879	2,352.5	17,404.3	682,182	2,734.8	24,800.1

Vancouver International Airport

Airport Activity Tables

Scheduled International and Mainline Domestic Flights

1967

	Arriving Load			Deplaned			Enplaned			Departing Load		
	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo
		(000 lbs.)			(000 lbs.)			(000 lbs.)			(000 lbs.)	
Domestic:												
1st Quarter	130,793	1,290.5	4,346.7	129,008	1,077.0	3,275.4	133,059	1,151.6	3,520.6	134,844	1,365.1	4,591.8
2nd "	157,975	1,307.2	4,146.5	155,706	1,145.9	3,578.5	168,032	1,211.5	4,355.8	170,301	1,372.7	4,923.9
3rd "	208,348	1,187.4	4,350.5	206,261	1,074.0	3,899.8	213,883	1,156.7	4,611.2	215,967	1,270.1	5,061.9
4th "	154,986	1,485.6	5,041.6	151,915	1,305.7	4,582.2	151,297	1,362.9	4,971.0	154,368	1,542.7	5,430.4
Total Domestic	652,102	5,270.7	17,885.3	642,890	4,602.6	15,335.9	666,271	4,882.7	17,458.6	675,480	5,550.6	20,008.0
International Transborder:												
1st Quarter	31,734	107.8	630.5	31,734	107.8	630.5	30,970	126.1	136.9	30,970	126.1	136.9
2nd "	43,236	108.1	754.1	43,236	108.1	754.1	35,493	150.9	387.8	35,493	150.9	387.8
3rd "	60,440	108.4	574.4	60,440	108.4	574.4	59,552	141.4	471.5	59,552	141.4	471.5
4th "	38,093	134.2	741.3	38,093	134.2	741.3	41,634	172.4	222.6	41,634	172.4	222.6
Sub-Total - Transborder	173,503	458.5	2,700.3	173,503	458.5	2,700.3	167,649	590.8	1,218.8	167,649	590.8	1,218.8
Other International:												
1st Quarter	19,295	156.3	480.3	19,295	156.3	480.3	16,953	100.4	240.6	16,953	100.4	240.6
2nd "	15,013	203.0	442.0	15,013	203.0	442.0	9,495	119.5	404.2	9,495	119.5	404.2
3rd "	14,687	188.1	376.4	14,687	188.1	376.4	11,175	107.8	443.1	11,175	107.8	443.1
4th "	11,532	244.7	511.0	11,532	244.7	511.0	13,794	167.4	448.2	13,794	167.4	448.2
Sub-Total - Other International	60,527	792.1	1,809.7	60,527	792.1	1,809.7	51,417	495.1	1,536.1	51,417	495.1	1,536.1
International:												
1st Quarter	51,029	264.2	1,110.9	51,029	264.2	1,110.9	47,923	226.6	377.5	47,923	226.6	377.5
2nd "	58,249	311.1	1,196.2	58,249	311.1	1,196.2	44,988	270.5	792.1	44,988	270.5	792.1
3rd "	75,127	296.6	950.8	75,127	296.6	950.8	70,727	249.2	914.7	70,727	249.2	914.7
4th "	49,625	379.0	1,252.3	49,625	379.0	1,252.3	55,428	339.8	670.8	55,428	339.8	670.8
Total International	234,030	1,250.9	4,510.2	234,030	1,250.9	4,510.2	219,066	1,086.1	2,755.1	219,066	1,086.1	2,755.1
Grand Total:												
1st Quarter	181,822	1,554.8	5,457.6	180,037	1,341.2	4,386.3	180,982	1,378.2	3,898.1	182,767	1,591.8	4,969.4
2nd "	216,224	1,618.3	5,342.8	213.955	1,457.1	4,774.7	213,020	1,482.0	5,148.0	215,289	1,643.3	5,716.0
3rd "	283,475	1,484.1	5,301.4	281,388	1,370.7	4,850.7	284,610	1,406.0	5,526.0	286,694	1,519.4	5,976.6
4th "	204,611	1,864.6	6,294.0	201,540	1,684.8	5,834.6	206,725	1,702.8	5,641.9	209,796	1,882.6	6,101.2
GRAND TOTAL	886,132	6,521.8	22,395.8	876,920	5,853.8	19,846.3	885,337	5,969.0	20,214.0	894,546	6,637.1	22,763.2

Note: Totals for Mail and Cargo may not balance due to rounding.

Vol. 1, No. 16
ASC-SB-2-3

Canada. Statistics bur.

February 1969
Preliminary

ERRATA

Airport Activity

This issue of the Aviation Statistics Centre Service Bulletin was incorrectly numbered.

Please change your copy to read:

Vol. 1, No. 17

Note: Similarly # 24 is missing, because there was # 23.

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Vancouver International Airport

Airport Activity Tables

Scheduled International and Mainline Domestic Flights

1968

	Arriving Load			Deplaned			Enplaned			Departing Load		
	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo
		(000 lbs.)			(000 lbs.)			(000 lbs.)			(000 lbs.)	
Domestic:												
1st Quarter	146,197	1,329.5	4,430.4	143,623	1,241.0	3,937.7	150,723	1,250.1	4,187.1	153,297	1,338.6	4,679.8
2nd "	168,213	1,405.3	6,333.9	166,072	1,244.3	5,609.1	181,733	1,268.5	5,590.0	183,834	1,429.4	6,314.1
3rd "	216,674	1,073.0	6,127.8	214,264	1,057.1	5,985.7	222,200	1,082.7	7,197.4	224,610	1,098.6	7,339.4
International Transborder:												
1st Quarter	55,328	140.1	913.5	55,328	140.1	913.5	49,867	191.9	294.8	49,867	191.9	294.8
2nd "	62,337	222.8	1,447.2	62,337	222.8	1,447.2	51,972	190.8	460.7	52,012	190.8	461.3
3rd "	76,474	250.5	1,553.3	76,474	250.5	1,553.3	75,034	155.5	534.5	75,034	155.5	534.5
Other International:												
1st Quarter	6,928	203.4	481.1	6,928	203.4	481.1	5,552	105.6	271.4	5,552	105.6	271.4
2nd "	5,943	100.6	405.4	5,943	100.6	405.4	7,014	75.9	284.0	7,014	76.0	284.0
3rd "	7,053	43.3	368.8	7,053	43.3	368.8	5,271	43.7	254.3	5,271	43.7	254.3
International:												
1st Quarter	62,256	343.5	1,394.6	62,256	343.5	1,394.6	55,419	297.6	566.3	55,419	297.6	566.3
2nd "	68,280	323.5	1,852.6	68,280	323.5	1,852.6	58,986	266.7	744.6	59,026	266.7	745.3
3rd "	83,527	293.8	1,922.2	83,527	293.8	1,922.2	80,305	199.2	788.9	80,305	199.2	788.9
Grand Total:												
1st Quarter	208,453	1,673.0	5,825.0	205,879	1,584.5	5,332.3	206,142	1,547.7	4,753.4	208,716	1,636.2	5,246.1
2nd "	236,493	1,728.8	8,186.5	234,352	1,567.8	7,461.7	240,719	1,535.2	6,334.6	242,860	1,696.1	7,059.4
3rd "	300,201	1,366.8	8,050.0	297,791	1,350.9	7,907.9	302,505	1,281.9	7,986.3	304,915	1,297.8	8,128.3

Service Bulletin

AVIATION STATISTICS CENTRE

OTTAWA 4, CANADA

Vol. 1 No. 16
ASC-SB-2-3 17

February 1969
Preliminary

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Airport Activity

The Airport Activity tables contained in this issue present the volume of passengers, mail, and cargo generated by regularly scheduled air traffic at Toronto, Montreal and Vancouver International Airports. The data covers the four quarters of 1967, and the first three quarters of 1968. The tables will not balance horizontally within traffic categories, because the intransit load may arrive under one category and depart under another. Cargo is the total of express and freight.

Inquiries relating to the data may be directed to Mr. G.C. Coleman, Aviation Statistics Centre, ConGill Building, 12th Floor, 275 Slater St., Ottawa 4. (Telephone 992-2332)

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8705-501

Canadian TRANSPORT Commission

UNION BUREAU OF STATISTICS • DEPARTMENT OF TRANSPORT • AIR TRANSPORT COMMITTEE

Toronto International Airport

Airport Activity Tables

Scheduled International and Mainline Domestic Flights

1967

	Arriving Load			Deplaned			Enplaned			Departing Load		
	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo
		(000 lbs.)			(000 lbs.)			(000 lbs.)			(000 lbs.)	
Domestic:												
1st Quarter	313,044	3,164.7	9,570.0	278,851	1,649.9	3,266.8	281,287	2,178.4	6,591.4	314,108	3,703.2	13,191.3
2nd "	432,174	3,392.4	9,524.5	362,527	1,728.2	2,400.7	373,569	2,332.2	7,495.7	444,790	3,996.2	14,970.7
3rd "	568,142	3,203.5	8,871.6	470,839	1,724.3	2,562.4	455,489	2,160.7	7,413.8	558,564	3,632.9	14,051.3
4th "	400,828	3,794.0	10,308.2	349,816	2,135.7	3,680.9	333,965	2,462.8	8,550.6	383,169	4,027.3	15,600.5
Total Domestic	1,714,188	13,554.6	38,274.3	1,462,033	7,238.1	11,910.8	1,444,310	9,134.1	30,051.5	1,700,631	15,359.6	57,813.8
International Transborder:												
1st Quarter	148,832	395.8	5,290.9	143,776	355.6	4,750.5	150,618	219.8	1,778.4	155,531	237.2	1,893.1
2nd "	192,358	437.9	6,637.9	183,026	399.8	6,129.3	163,023	211.9	1,732.8	172,595	246.8	1,880.7
3rd "	227,088	425.9	6,408.1	216,119	396.1	5,990.2	216,446	222.9	1,942.3	224,964	249.6	2,076.5
4th "	176,626	503.3	6,440.3	170,670	486.6	6,084.5	188,913	264.7	1,971.0	196,230	291.2	2,121.2
Sub-Total - Transborder	744,904	1,762.9	24,777.2	713,591	1,638.1	22,954.5	719,000	919.3	7,424.5	749,320	1,024.8	7,971.5
Other International:												
1st Quarter	43,510	110.4	791.2	40,729	101.8	775.0	34,839	126.3	660.8	39,135	147.7	805.9
2nd "	45,614	123.6	1,084.5	42,365	109.4	1,030.4	32,105	121.3	794.3	33,540	139.1	857.9
3rd "	54,389	115.4	1,260.7	49,745	105.0	1,181.8	44,858	112.7	1,019.0	46,181	133.2	1,053.3
4th "	30,949	199.4	1,848.4	28,743	188.8	1,554.2	29,521	265.5	943.1	32,174	360.2	1,020.2
Sub-Total - Other International	174,462	548.8	4,984.8	161,582	505.0	4,541.4	141,323	625.8	3,417.2	151,030	780.2	3,737.3
International:												
1st Quarter	192,342	506.2	6,082.1	184,505	457.5	5,525.5	185,457	346.2	2,439.2	194,666	385.0	2,699.1
2nd "	237,972	561.5	7,722.4	225,391	509.3	7,159.7	195,128	333.3	2,527.1	206,135	385.9	2,738.6
3rd "	281,477	541.4	7,668.8	265,864	501.1	7,172.1	261,304	335.6	2,961.4	271,145	382.8	3,129.8
4th "	207,575	702.7	8,288.7	199,413	675.4	7,638.8	218,434	530.3	2,914.2	228,404	651.4	3,141.5
Total International	919,366	2,311.8	29,762.0	875,173	2,143.3	27,496.1	860,323	1,545.4	10,841.9	900,350	1,805.1	11,709.0
Grand Total:												
1st Quarter	505,386	3,671.0	15,652.1	463,356	2,107.4	8,792.3	466,744	2,524.6	9,030.7	508,774	4,088.2	15,890.5
2nd "	670,146	3,954.0	17,247.0	587,918	2,237.5	9,560.5	568,697	2,665.6	10,022.9	650,925	4,382.1	17,709.3
3rd "	849,619	3,745.0	16,540.4	736,703	2,225.5	9,734.6	716,793	2,496.3	10,375.3	829,709	4,015.8	17,181.1
4th "	608,403	4,496.7	18,597.0	549,229	2,811.1	11,319.8	552,399	2,993.1	11,464.8	611,573	4,678.7	18,742.1
GRAND TOTAL	2,633,554	15,866.7	68,036.5	2,337,206	9,381.5	39,407.2	2,304,633	10,679.6	40,893.7	2,600,981	17,164.8	69,523.0

Note: Totals for Mail and Cargo may not balance due to rounding.

Toronto International Airport

Airport Activity Tables

Scheduled International and Mainline Domestic Flights

1968

	Arriving Load			Deplaned			Enplaned			Departing Load		
	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo
		(000 lbs.)			(000 lbs.)			(000 lbs.)			(000 lbs.)	
Domestic:												
1st Quarter	330,167	3,648.3	10,389.1	299,526	2,079.0	4,235.2	303,317	2,426.7	7,777.3	331,365	3,924.1	14,212.9
2nd "	411,907	3,649.5	12,076.0	362,088	1,979.5	4,669.3	356,583	2,633.9	8,995.1	404,363	4,260.1	16,887.1
3rd "	487,551	2,669.3	13,019.6	433,285	2,081.3	8,656.7	404,503	2,587.6	12,636.3	462,099	3,134.5	17,409.1
International Transborder:												
1st Quarter	200,827	496.1	6,701.4	196,772	489.4	6,425.1	194,864	240.5	1,892.0	200,985	264.3	1,999.1
2nd "	212,841	506.8	7,357.0	206,663	492.3	6,977.2	192,993	237.7	2,097.8	198,293	263.2	2,194.5
3rd "	231,646	509.4	7,849.0	223,040	496.4	7,466.0	225,018	175.8	2,734.1	231,763	186.8	2,822.1
Other International:												
1st Quarter	48,672	179.3	1,482.8	44,702	167.2	1,287.5	36,626	233.1	857.3	41,123	300.1	940.1
2nd "	49,112	180.2	1,892.5	45,805	156.3	1,542.4	39,980	224.7	1,127.9	42,204	281.3	1,275.8
3rd "	69,404	144.2	2,511.3	65,293	123.2	2,213.0	55,324	149.4	1,309.5	57,966	213.6	1,492.7
International:												
1st Quarter	249,499	675.4	8,184.2	241,474	656.6	7,712.5	231,490	473.7	2,749.3	242,108	564.4	2,939.3
2nd "	261,953	686.9	9,249.4	252,468	648.6	8,519.6	232,973	462.4	3,225.7	240,497	544.5	3,470.3
3rd "	301,050	653.6	10,360.2	288,333	619.6	9,679.0	280,342	325.2	4,043.6	289,729	400.4	4,314.9
Grand Total:												
1st Quarter	579,666	4,323.7	18,573.3	541,000	2,735.6	11,947.7	534,807	2,900.4	10,526.6	573,473	4,488.5	17,152.2
2nd "	673,860	4,336.4	21,325.4	614,556	2,628.1	13,188.9	589,556	3,096.3	12,220.8	644,860	4,804.6	20,357.4
3rd "	788,601	3,322.9	23,379.8	721,618	2,700.9	18,335.7	684,845	2,912.8	16,679.9	751,828	3,534.9	21,724.0

Montreal International Airport

Airport Activity Tables

Scheduled International and Mainline Domestic Flights

1967

	Arriving Load			Deplaned			Enplaned			Departing Load		
	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo
		(000 lbs.)			(000 lbs.)			(000 lbs.)			(000 lbs.)	
Domestic:												
1st Quarter	252,290	2,206.9	6,800.9	223,918	1,459.3	2,401.7	220,721	1,782.6	6,578.1	252,736	2,570.8	11,219.9
2nd "	347,671	2,272.4	7,293.3	312,917	1,689.6	3,927.8	307,022	1,846.9	7,355.0	347,905	2,455.9	10,903.2
3rd "	435,697	2,084.3	6,918.9	388,406	1,530.3	3,032.8	391,545	1,809.3	6,881.7	446,431	2,447.0	11,149.2
4th "	268,358	2,608.6	7,916.2	238,247	1,905.6	4,199.7	271,989	2,352.1	8,841.1	303,566	3,071.2	13,094.2
Total Domestic	1,304,016	9,172.2	28,929.3	1,163,488	6,584.8	13,562.0	1,191,277	7,790.9	29,655.9	1,350,638	10,544.9	46,366.5
International Transborder:												
1st Quarter	118,806	290.3	4,320.6	110,541	259.3	2,416.7	107,277	136.8	1,256.9	117,360	236.0	4,114.0
2nd "	210,941	338.1	4,483.6	191,392	309.4	2,638.2	179,808	172.5	1,682.9	196,019	272.9	5,269.6
3rd "	275,624	338.8	4,363.8	256,887	307.0	2,800.8	265,544	192.6	1,747.4	286,959	287.6	5,381.3
4th "	156,520	460.4	4,753.9	146,454	418.2	2,954.5	167,057	214.7	1,773.0	180,799	361.1	5,697.3
Sub-Total - Transborder	761,891	1,427.6	17,921.9	705,274	1,293.9	10,810.2	719,686	716.6	6,460.2	781,137	1,157.6	20,462.2
Other International:												
1st Quarter	59,814	678.8	11,021.7	40,552	473.0	7,413.6	26,872	360.3	1,784.0	40,673	457.3	4,196.4
2nd "	125,383	808.1	11,660.1	90,820	605.9	7,269.4	72,057	361.2	1,821.8	103,829	465.5	4,288.7
3rd "	194,736	903.5	12,157.8	148,862	646.7	7,536.9	121,122	367.9	1,731.7	156,723	478.0	3,900.3
4th "	88,528	996.9	14,684.3	58,837	706.9	9,389.8	58,852	578.9	2,463.4	83,401	748.6	5,096.3
Sub-Total - Other International	468,461	3,387.3	49,523.9	339,071	2,432.5	31,609.7	278,903	1,668.3	7,800.9	384,626	2,149.4	17,481.7
International:												
1st Quarter	178,620	969.1	15,342.4	151,093	732.3	9,830.3	134,149	497.2	3,040.9	158,033	693.3	8,310.4
2nd "	336,324	1,146.2	16,143.8	282,212	915.4	9,907.6	251,865	533.8	3,504.7	299,848	738.5	9,558.3
3rd "	470,360	1,242.4	16,521.6	405,749	953.7	10,337.7	386,666	560.6	3,479.1	443,682	765.6	9,281.6
4th "	245,048	1,457.4	19,438.3	205,291	1,125.1	12,344.4	225,909	793.6	4,236.5	264,200	1,109.8	10,793.7
Total International	1,230,352	4,815.1	67,446.1	1,044,345	3,726.5	42,420.0	998,589	2,385.2	14,261.2	1,165,763	3,307.2	37,944.0
Grand Total:												
1st Quarter	430,910	3,176.0	22,143.3	375,011	2,191.6	12,232.0	354,870	2,279.8	9,619.1	410,769	3,264.2	19,530.3
2nd "	683,995	3,418.6	23,437.1	595,129	2,605.0	13,835.4	558,887	2,380.7	10,859.8	647,753	3,194.4	20,461.5
3rd "	906,057	3,326.7	23,440.6	794,155	2,484.1	13,370.6	778,211	2,370.0	10,360.9	890,113	3,212.7	20,430.9
4th "	513,406	4,066.0	27,354.6	443,538	3,030.7	16,544.2	497,898	3,145.8	13,077.6	567,766	4,181.1	23,888.0
GRAND TOTAL	2,534,368	13,987.3	96,375.6	2,207,833	10,311.4	55,982.2	2,189,866	10,176.3	43,917.4	2,516,401	13,852.4	84,310.7

Note: Totals for Mail and Cargo may not balance due to rounding.

Montreal International Airport

Airport Activity Tables

Scheduled International and Mainline Domestic Flights

1968

	Arriving Load			Deplaned			Enplaned			Departing Load		
	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo
		(000 lbs.)			(000 lbs.)			(000 lbs.)			(000 lbs.)	
Domestic:												
1st Quarter	249,830	2,305.8	7,265.3	222,078	1,431.0	1,815.9	232,298	2,211.3	8,030.3	260,651	3,133.2	13,818.4
2nd "	305,400	2,556.4	9,085.0	264,963	1,751.9	4,524.8	273,453	2,170.3	8,672.5	313,013	3,011.5	13,543.0
3rd "	349,370	2,042.5	9,435.2	295,949	1,882.4	8,278.1	309,923	1,883.3	12,454.5	362,626	2,091.2	13,951.4
International Transborder:												
1st Quarter	140,064	386.5	4,832.6	132,922	358.1	2,932.2	126,230	194.8	1,586.6	135,609	288.3	4,875.8
2nd "	149,938	359.9	5,328.1	133,664	327.3	3,253.2	125,122	153.1	1,488.8	139,051	267.2	4,928.2
3rd "	174,671	343.6	5,297.9	154,021	333.1	3,378.6	153,206	110.2	1,539.2	176,779	211.3	4,656.8
Other International:												
1st Quarter	68,442	776.4	13,437.8	47,653	530.2	9,130.0	35,724	444.2	2,812.3	53,675	578.3	5,392.6
2nd "	101,064	824.8	14,211.2	73,423	571.8	9,752.1	69,343	438.8	2,847.2	100,206	573.7	5,631.6
3rd "	168,679	696.1	16,251.8	126,447	484.5	11,932.4	102,750	359.0	3,410.6	142,777	432.3	6,191.9
International:												
1st Quarter	208,506	1,162.9	18,270.4	180,575	888.3	12,062.2	161,954	639.0	4,398.9	189,284	866.6	10,268.4
2nd "	251,002	1,184.7	19,539.3	207,087	899.0	13,005.3	194,465	591.9	4,336.0	239,257	840.9	10,559.7
3rd "	343,350	1,039.7	21,549.7	280,468	817.7	15,311.0	255,956	469.2	4,949.8	319,556	643.6	10,848.7
Grand Total:												
1st Quarter	458,336	3,468.7	25,535.7	402,653	2,319.3	13,878.1	394,252	2,850.3	12,429.2	449,935	3,999.8	24,086.8
2nd "	556,402	3,741.1	28,624.3	472,050	2,650.9	17,530.1	467,918	2,762.2	13,008.5	552,270	3,852.4	24,102.7
3rd "	692,720	3,082.2	30,984.9	576,417	2,700.1	23,589.1	565,879	2,352.5	17,404.3	682,182	2,734.8	24,800.1

Vancouver International Airport

Airport Activity Tables

Scheduled International and Mainline Domestic Flights

1967

	Arriving Load			Deplaned			Enplaned			Departing Load		
	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo
		(000 lbs.)			(000 lbs.)			(000 lbs.)			(000 lbs.)	
Domestic:												
1st Quarter	130,793	1,290.5	4,346.7	129,008	1,077.0	3,275.4	133,059	1,151.6	3,520.6	134,844	1,365.1	4,591.8
2nd "	157,975	1,307.2	4,146.5	155,706	1,145.9	3,578.5	168,032	1,211.5	4,355.8	170,301	1,372.7	4,923.9
3rd "	208,348	1,187.4	4,350.5	206,261	1,074.0	3,899.8	213,883	1,156.7	4,611.2	215,967	1,270.1	5,061.9
4th "	154,986	1,485.6	5,041.6	151,915	1,305.7	4,582.2	151,297	1,362.9	4,971.0	154,368	1,542.7	5,430.4
Total Domestic	652,102	5,270.7	17,885.3	642,890	4,602.6	15,335.9	666,271	4,882.7	17,458.6	675,480	5,550.6	20,008.0
International Transborder:												
1st Quarter	31,734	107.8	630.5	31,734	107.8	630.5	30,970	126.1	136.9	30,970	126.1	136.9
2nd "	43,236	108.1	754.1	43,236	108.1	754.1	35,493	150.9	387.8	35,493	150.9	387.8
3rd "	60,440	108.4	574.4	60,440	108.4	574.4	59,552	141.4	471.5	59,552	141.4	471.5
4th "	38,093	134.2	741.3	38,093	134.2	741.3	41,634	172.4	222.6	41,634	172.4	222.6
Sub-Total - Transborder	173,503	458.5	2,700.3	173,503	458.5	2,700.3	167,649	590.8	1,218.8	167,649	590.8	1,218.8
Other International:												
1st Quarter	19,295	156.3	480.3	19,295	156.3	480.3	16,953	100.4	240.6	16,953	100.4	240.6
2nd "	15,013	203.0	442.0	15,013	203.0	442.0	9,495	119.5	404.2	9,495	119.5	404.2
3rd "	14,687	188.1	376.4	14,687	188.1	376.4	11,175	107.8	443.1	11,175	107.8	443.1
4th "	11,532	244.7	511.0	11,532	244.7	511.0	13,794	167.4	448.2	13,794	167.4	448.2
Sub-Total - Other International	60,527	792.1	1,809.7	60,527	792.1	1,809.7	51,417	495.1	1,536.1	51,417	495.1	1,536.1
International:												
1st Quarter	51,029	264.2	1,110.9	51,029	264.2	1,110.9	47,923	226.6	377.5	47,923	226.6	377.5
2nd "	58,249	311.1	1,196.2	58,249	311.1	1,196.2	44,988	270.5	792.1	44,988	270.5	792.1
3rd "	75,127	296.6	950.8	75,127	296.6	950.8	70,727	249.2	914.7	70,727	249.2	914.7
4th "	49,625	379.0	1,252.3	49,625	379.0	1,252.3	55,428	339.8	670.8	55,428	339.8	670.8
Total International	234,030	1,250.9	4,510.2	234,030	1,250.9	4,510.2	219,066	1,086.1	2,755.1	219,066	1,086.1	2,755.1
Grand Total:												
1st Quarter	181,822	1,554.8	5,457.6	180,037	1,341.2	4,386.3	180,982	1,378.2	3,898.1	182,767	1,591.8	4,969.4
2nd "	216,224	1,618.3	5,342.8	213.955	1,457.1	4,774.7	213,020	1,482.0	5,148.0	215,289	1,643.3	5,716.0
3rd "	283,475	1,484.1	5,301.4	281,388	1,370.7	4,850.7	284,610	1,406.0	5,526.0	286,694	1,519.4	5,976.6
4th "	204,611	1,864.6	6,294.0	201,540	1,684.8	5,834.6	206,725	1,702.8	5,641.9	209,796	1,882.6	6,101.2
GRAND TOTAL	886,132	6,521.8	22,395.8	876,920	5,853.8	19,846.3	885,337	5,969.0	20,214.0	894,546	6,637.1	22,763.2

Note: Totals for Mail and Cargo may not balance due to rounding.

Vancouver International Airport

Airport Activity Tables

Scheduled International and Mainline Domestic Flights

1968

	Arriving Load			Deplaned			Enplaned			Departing Load		
	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo
		(000 lbs.)			(000 lbs.)			(000 lbs.)			(000 lbs.)	
Domestic:												
1st Quarter	146,197	1,329.5	4,430.4	143,623	1,241.0	3,937.7	150,723	1,250.1	4,187.1	153,297	1,338.6	4,679.8
2nd "	168,213	1,405.3	6,333.9	166,072	1,244.3	5,609.1	181,733	1,268.5	5,590.0	183,834	1,429.4	6,314.1
3rd "	216,674	1,073.0	6,127.8	214,264	1,057.1	5,985.7	222,200	1,082.7	7,197.4	224,610	1,098.6	7,339.4
International Transborder:												
1st Quarter	55,328	140.1	913.5	55,328	140.1	913.5	49,867	191.9	294.8	49,867	191.9	294.8
2nd "	62,337	222.8	1,447.2	62,337	222.8	1,447.2	51,972	190.8	460.7	52,012	190.8	461.3
3rd "	76,474	250.5	1,553.3	76,474	250.5	1,553.3	75,034	155.5	534.5	75,034	155.5	534.5
Other International:												
1st Quarter	6,928	203.4	481.1	6,928	203.4	481.1	5,552	105.6	271.4	5,552	105.6	271.4
2nd "	5,943	100.6	405.4	5,943	100.6	405.4	7,014	75.9	284.0	7,014	76.0	284.0
3rd "	7,053	43.3	368.8	7,053	43.3	368.8	5,271	43.7	254.3	5,271	43.7	254.3
International:												
1st Quarter	62,256	343.5	1,394.6	62,256	343.5	1,394.6	55,419	297.6	566.3	55,419	297.6	566.3
2nd "	68,280	323.5	1,852.6	68,280	323.5	1,852.6	58,986	266.7	744.6	59,026	266.7	745.3
3rd "	83,527	293.8	1,922.2	83,527	293.8	1,922.2	80,305	199.2	788.9	80,305	199.2	788.9
Grand Total:												
1st Quarter	208,453	1,673.0	5,825.0	205,879	1,584.5	5,332.3	206,142	1,547.7	4,753.4	208,716	1,636.2	5,246.1
2nd "	236,493	1,728.8	8,186.5	234,352	1,567.8	7,461.7	240,719	1,535.2	6,334.6	242,860	1,696.1	7,059.4
3rd "	300,201	1,366.8	8,050.0	297,791	1,350.9	7,907.9	302,505	1,281.9	7,986.3	304,915	1,297.8	8,128.3

Service Bulletin

VIATION STATISTICS CENTRE

OTTAWA 4, CANADA

Vol. 1, No. 18
ASC-SB-4-5

February 1969
Preliminary

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Civil Aviation - September 1968

Groups I-IV Canadian Commercial Air Carriers

This is the second in a series of information releases of statistics taken from tables compiled for monthly Civil Aviation publications. Certain items representing the various indicators of aircraft activity and carrier finances have been selected for release in the Service Bulletin before the complete monthly report is printed.

The figures shown represent the operations of about 114 Canadian commercial air carriers earning over $100,000 gross annual flying revenue. Group I and II carriers are the six largest operators while Group III and IV carriers are smaller companies more concerned with seasonal activities.

The larger carriers tend to concentrate their activities in unit toll operations and account for approximately 90 per cent of the passenger and goods traffic carried at a per unit rate. The smaller operators work from a few bases and do most of their business in charter flying, especially freight traffic into remote areas not served by surface transport. Bulk transport figures include the operations of helicopters.

Figures in this table do not include the operations of foreign carriers, companies earning less than $100,000 per year in flying revenue or the specialty flying operations of both fixed-wing aircraft and helicopters. Specialty flying consists of flying training, aerial photography and survey, recreational flying, crop spraying, water bombing, aerial partrol, aerial advertising, aerial construction and similar activities where aircraft are used for purposes other than moving people or goods from one place to another.

Questions or comments concerning information in the table should be directed to Mr. K.J. Marks, Aviation Statistics Centre, ConGill Building, 12th Floor, 275 Slater St., Ottawa 4, Ontario, Telephone 992-2957.

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Canadian TRANSPORT
Commission

DOMINION BUREAU OF STATISTICS • DEPARTMENT OF TRANSPORT • AIR TRANSPORT COMMITTEE

Civil Aviation - September 1968

Canadian Air Carriers

Groups I-IV

	September 1968 Group I & II	September 1968 Group I-IV	% change (I-IV) from September 1967	January-September 1968 Group I-IV	% change (I-IV) from January-September 1967
Unit Toll					
Hours flown	37,049	42,821	+ 6.2	368,507	+ 9.2
Passengers carried	744,575	766,070	- 5.8	6,419,868	+ 2.6
Passenger-miles	706,317,271	710,640,717	- 1.6	5,848,448,471	+ 9.0
Goods carried (lbs.)	23,692,725	25,567,569	+ 24.3	209,156,104	+ 17.6
Goods ton-miles	18,220,329	18,635,242	+ 43.5	143,311,176	+ 30.8
Unit toll revenues $	48,411,711	49,411,295	+ 5.7	393,342,747	+ 11.6
Bulk					
Hours flown	2,853	53,261	+ 9.9	338,149	+ 4.4
Passengers carried	19,200	106,142	+ 11.2	711,782	+ 13.4
Passenger-miles	39,530,649	85,580,377	+ 60.8	547,555,929	+ 61.6
Goods carried (lbs.)	1,397,728	16,596,375	+ 46.6	123,870,603	+ 24.7
Goods ton-miles	769,542	1,512,259	+ 59.9	13,896,711	+ 33.1
Bulk transport revenues $	1,608,676	8,710,674	+ 24.0	57,448,620	+ 21.1
Total operating revenues $	50,637,500	60,115,450	+ 7.3	469,201,938	+ 11.9
Total operating expenses $	43,161,088	51,069,641	+ 14.2	433,931,538	+ 13.1
Net income after taxes $	3,035,054	4,442,748	- 26.4	14,944,098	- 21.7

Service Bulletin

AVIATION STATISTICS CENTRE

OTTAWA 4, CANADA

Vol. 1, No. 19
ASC-SB-2-4

February 1969
Preliminary

MAR 12 1969
UNIVERSITY OF TORONTO

Airport Activity

This bulletin is the second in the series on Airport Activity in Canada and presents data for Calgary Airport, and Winnipeg and Ottawa International Airports. The tables are identical in form to the previous bulletin, ASC-SB-2-3, and therefore will not balance horizontally within traffic categories because the intransit load may arrive under one category, and depart under another.

Tables for Halifax and Edmonton International Airports, and Quebec Airport will follow in the next bulletin concerning Airport Activity.

Inquiries relating to the data may be directed to Mr. G.C. Coleman, Aviation Statistics Centre, ConGill Building, 12th Floor, 275 Slater St., Ottawa 4. (Telephone 992-2332)

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ERRATA

The figures shown on page 7 for Ottawa International Airport 1968, should be corrected as follows:

No figures should appear under the flight category "Other International", since there are no regularly scheduled international flights operating out of Ottawa International Airport. The "international" and "grand totals" will be affected accordingly.

Winnipeg International Airport

Airport Activity Tables

Scheduled International and Mainline Domestic Flights

1967

	Arriving Load			Deplaned			Enplaned			Departing Load		
	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo
		(000 lbs.)			(000 lbs.)			(000 lbs.)			(000 lbs.)	
Domestic:												
1st Quarter	118,976	2,349.3	6,660.7	88,748	742.8	2,513.7	86,124	651.3	1,625.3	116.602	2,260.2	5,782.2
2nd "	147,520	2,244.1	6,333.6	101,435	817.4	2,627.3	98,952	665.9	1,762.0	144,860	2,093.0	5,459.8
3rd "	206,124	1,811.4	5,786.3	136,992	758.3	2,069.3	136,431	642.1	1,890.6	205,726	1,692.1	5,554.5
4th "	149,700	2,311.1	7,227.4	103,601	688.1	2,918.5	105,116	766.9	2,480.6	151,370	2,395.5	6,798.2
Total Domestic	622,320	8,715.9	26,008.0	430,776	3,006.6	10,128.8	426,623	2,726.2	7,758.5	618,558	8,440.8	23,594.7
International Transborder:												
1st Quarter	9,231	71.7	412.4	9,231	71.7	412.4	9,877	37.1	40.9	9,877	37.1	40.9
2nd "	12,069	74.5	507.4	12,069	74.5	507.4	11,126	40.3	38.0	11,126	40.3	38.0
3rd "	16,103	70.1	478.3	16,103	70.1	478.3	16,602	42.6	65.4	16,602	42.6	65.4
4th "	10,865	77.0	425.6	10,865	77.0	425.6	11,905	46.9	72.3	11,905	46.9	72.3
Sub-Total - Transborder	48,268	293.3	1,823.7	48,268	293.3	1,823.7	49,510	166.9	216.6	49,510	166.9	216.6
Other International:												
1st Quarter	1,541	5.5	30.9	805	1.5	18.8	399	0.6	1.0	885	2.3	3.3
2nd "	2,470	7.4	30.5	1,261	2.1	18.8	1,065	1.2	5.2	2,451	6.1	25.4
3rd "	5,649	15.5	49.9	2,574	4.2	28.0	2,442	4.5	6.5	5,354	18.9	81.6
4th "	1,560	11.3	48.8	735	3.4	30.9	477	1.0	5.1	1,147	3.4	14.1
Sub-Total - Other International	11,220	39.7	160.1	5,375	11.2	96.5	4,383	7.3	17.8	9,837	30.7	124.4
International:												
1st Quarter	10,772	77.2	443.3	10,036	73.2	431.2	10,276	37.7	41.9	10,762	39.4	44.2
2nd "	14,539	81.9	537.9	13,330	76.6	526.2	12,191	41.5	43.2	13,577	46.4	63.4
3rd "	21,752	85.6	528.2	18,677	74.3	506.3	19,044	47.1	71.9	21,956	61.5	147.0
4th "	12,425	88.3	474.4	11,600	80.4	456.5	12,382	47.9	77.4	13,052	50.3	86.4
Total International	59,488	333.0	1,983.8	53,643	304.5	1,920.2	53,893	174.2	234.4	59,347	197.6	341.0
Grand Total:												
1st Quarter	129,748	2,426.5	7,104.0	98,784	816.0	2,944.9	96,400	689.0	1,667.2	127,364	2,299.6	5,826.4
2nd "	162,059	2,326.0	6,871.5	114,765	894.0	3,153.5	111,143	707.4	1,805.2	158,437	2,139.4	5,523.2
3rd "	227,876	1,897.0	6,314.5	155,669	832.6	2,575.6	155,475	689.2	1,962.5	227,682	1,753.6	5,701.5
4th "	162,125	2,399.4	7,701.8	115,201	768.5	3,375.0	117,498	814.8	2,558.0	164,422	2,445.8	6,884.6
GRAND TOTAL	681,808	9,048.9	27,991.8	484,419	3,311.1	12,049.0	480,516	2,900.4	7,992.9	677,905	8,638.4	23,935.7

Note: Totals for Mail and Cargo may not balance due to rounding.

Winnipeg International Airport

Airport Activity Tables

Scheduled International and Mainline Domestic Flights

1968

	Arriving Load			Deplaned			Enplaned			Departing Load		
	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo
		(000 lbs.)			(000 lbs.)			(000 lbs.)			(000 lbs.)	
Domestic:												
1st Quarter	142,089	2,606.0	6,885.6	102,485	822.2	2,937.8	95,676	711.9	2,200.7	135,492	2,500.3	6,150.8
2nd "	169,683	2,609.1	8,362.8	114,066	824.5	3,123.1	113,173	744.6	2,327.0	168,775	2,530.3	7,566.1
3rd "	205,964	1,825.0	8,394.7	136,165	851.6	4,239.9	135,810	777.4	2,943.4	205,187	1,752.7	7,110.4
International Transborder:												
1st Quarter	11,487	81.4	417.7	11,487	81.4	417.7	11,989	51.6	68.8	11,989	51.6	68.8
2nd "	13,839	81.4	492.5	13,839	81.4	492.5	12,972	56.2	58.5	12,972	56.2	58.5
3rd "	18,012	110.3	569.0	18,012	110.3	569.0	19,245	42.6	90.7	19,245	42.6	90.7
Other International:												
1st Quarter	1,255	6.7	49.2	646	1.7	38.8	403	0.5	1.7	800	0.9	9.9
2nd "	1,870	3.7	38.1	1,571	1.9	34.5	1,427	2.3	15.1	1,741	3.1	19.3
3rd "	4,674	6.6	68.5	4,175	3.3	46.6	3,283	3.8	16.8	4,204	5.1	26.5
International:												
1st Quarter	12,742	88.1	466.9	12,133	83.1	456.5	12,392	52.1	70.5	12,789	52.5	78.7
2nd "	15,709	85.1	530.6	15,410	83.2	527.0	14,399	58.5	73.6	14,713	59.3	77.8
3rd "	22,686	117.0	637.5	22,187	113.6	615.6	22,528	46.4	107.5	23,449	47.8	117.2
Grand Total:												
1st Quarter	154,831	2,694.1	7,352.5	114,618	905.3	3,394.3	108,068	764.0	2,271.2	148,281	2,552.8	6,229.5
2nd "	185,392	2,694.2	8,893.4	129,476	907.7	3,650.1	127,572	803.1	2,400.6	183,488	2,589.6	7,643.9
3rd "	228,650	1,941.9	9,032.2	158,352	965.2	4,855.5	158,338	823.8	3,050.9	228,636	1,800.5	7,227.6

Calgary Airport

Airport Activity Tables

Scheduled International and Mainline Domestic Flights

1967

	Arriving Load			Deplaned			Enplaned			Departing Load		
	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo
		(000 lbs.)			(000 lbs.)			(000 lbs.)			(000 lbs.)	
Domestic:												
1st Quarter	101,109	1,326.5	2,306.1	83,777	646.9	1,193.5	84,901	402.7	329.8	103,031	1,067.7	1,441.0
2nd "	127,561	1,222.6	2,797.9	96,099	563.7	1,329.4	91,116	445.9	408.0	122,550	1,081.8	1,859.7
3rd "	159,419	1,126.6	2,993.1	112,720	539.0	1,596.0	108,391	421.2	393.3	154,972	990.7	1,754.2
4th "	123,253	1,547.9	3,357.8	90,292	675.4	1,826.2	89,684	490.5	415.4	122,536	1,364.4	1,937.8
Total Domestic	511,342	5,223.6	11,454.9	382,888	2,425.0	5,945.1	374,092	1,760.3	1,546.5	503,089	4,504.6	6,992.7
International Transborder:												
1st Quarter	7,133	3.9	279.3	7,133	3.9	279.3	7,808	16.0	31.8	7,808	16.0	31.8
2nd "	8,165	4.7	280.7	8,165	4.7	280.7	7,670	15.6	26.7	7,670	15.6	26.7
3rd "	9,175	5.4	274.3	9,175	5.4	274.3	11,146	15.9	36.7	11,146	15.9	36.7
4th "	6,639	4.1	254.1	6,639	4.1	254.1	7,353	20.8	31.7	7,353	20.8	31.7
Sub-Total - Transborder	31,112	18.1	1,088.4	31,112	18.1	1,088.4	33,977	68.3	126.9	33,977	68.3	126.9
Other International:												
1st Quarter	2,807	9.3	48.6	976	0.1	7.4	727	0.2	7.5	1,760	24.0	50.0
2nd "	2,063	4.6	40.2	832	0.1	9.8	494	0.0	1.9	1,752	27.5	49.1
3rd "	3,255	6.8	33.5	1,108	0.3	7.9	1,012	0.4	1.3	3,277	25.0	63.2
4th "	743	3.9	23.2	250	0.4	2.4	357	0.1	0.5	959	2.1	30.4
Sub-Total - Other International	8,868	24.6	145.5	3,166	0.9	27.5	2,590	0.7	11.2	7,748	78.6	192.7
International:												
1st Quarter	9,940	13.3	327.9	8,109	4.1	286.8	8,535	16.3	39.3	9,568	40.1	81.9
2nd "	10,228	9.4	321.0	8,997	4.8	290.6	8,164	15.7	28.7	9,423	43.2	75.8
3rd "	12,430	12.3	307.9	10,283	5.7	282.2	12,158	16.3	38.0	14,423	41.0	99.9
4th "	7,382	8.1	277.3	6,889	4.6	256.6	7,710	20.9	32.3	8,312	22.9	62.1
Total International	39,980	43.1	1,234.1	34,278	19.2	1,116.2	36,567	69.2	138.3	41,726	147.2	319.7
Grand Total:												
1st Quarter	111,049	1,339.8	2,634.1	91,886	651.1	1,480.4	93,436	419.1	369.1	112,599	1,107.9	1,522.9
2nd "	137,789	1,232.0	3,118.9	105,096	568.6	1,620.1	99,280	461.6	436.7	131,973	1,125.1	1,935.6
3rd "	171,849	1,138.9	3,301.0	123,003	544.7	1,878.2	120,549	437.6	431.4	169,395	1,031.8	1,854.2
4th "	130,635	1,556.0	3,635.1	97,181	680.1	2,082.9	97,394	511.5	447.7	130,848	1,387.4	2,000.0
GRAND TOTAL	551,322	5,266.7	12,689.1	417,166	2,444.5	7,061.6	410,659	1,829.8	1,684.9	544,815	4,652.2	7,312.7

Note: Totals for Mail and Cargo may not balance due to rounding.

Calgary Airport

Airport Activity Tables

Scheduled International and Mainline Domestic Flights

1968

	Arriving Load			Deplaned			Enplaned			Departing Load		
	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo
		(000 lbs.)			(000 lbs.)			(000 lbs.)			(000 lbs.)	
Domestic:												
1st Quarter	118,042	1,409.6	2,517.4	84,451	432.6	1,235.0	84,575	401.2	409.8	118,185	1,369.6	1,689.1
2nd "	140,121	1,223.0	3,231.4	107,654	335.2	1,695.6	102,369	436.2	478.6	134,559	1,308.8	2,026.7
3rd "	167,716	1,000.1	4,013.4	127,759	573.6	2,180.7	126,165	474.0	801.6	165,952	889.4	2,624.9
International Transborder:												
1st Quarter	7,242	4.3	228.3	7,242	4.3	228.3	7,642	19.5	42.2	7,642	19.5	42.1
2nd "	9,182	4.4	245.8	9,182	4.4	245.8	8,988	18.2	40.0	8,988	18.2	40.0
3rd "	10,971	11.3	249.8	10,971	11.3	249.8	12,603	13.3	53.2	12,603	13.2	53.2
Other International:												
1st Quarter	1,178	2.5	22.4	452	0.0	5.6	280	0.1	0.0	987	11.2	20.0
2nd "	2,330	8.5	70.6	1,226	0.0	19.1	698	0.8	1.9	2,079	24.4	41.2
3rd "	3,223	8.5	88.8	1,904	1.1	17.3	1,291	1.6	9.2	2,780	20.2	90.1
International:												
1st Quarter	8,420	6.8	250.7	7,694	4.3	233.9	7,922	19.6	42.2	8,629	30.7	62.1
2nd "	11,512	12.8	316.4	10,408	4.4	264.9	9,686	19.0	41.9	11,067	42.6	81.2
3rd "	14,194	19.8	338.6	12,875	12.4	267.1	13,894	14.9	62.4	15,383	33.4	143.3
Grand Total:												
1st Quarter	126,462	1,416.4	2,768.1	92,145	436.9	1,468.9	92,497	420.8	452.0	126,814	1,400.3	1,751.2
2nd "	151,633	1,235.8	3,547.8	118,062	339.6	1,960.5	112,055	455.2	520.5	145,626	1,351.4	2,107.9
3rd "	181,910	1,019.9	4,352.0	140,634	585.8	2,447.8	140,059	488.8	864.0	181,335	922.8	2,768.2

Ottawa International Airport

Airport Activity Tables

Scheduled International and Mainline Domestic Flights

1967

	Arriving Load			Deplaned			Enplaned			Departing Load		
	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo
		(000 lbs.)			(000 lbs.)			(000 lbs.)			(000 lbs.)	
Domestic:												
1st Quarter	83,318	1,276.4	1,248.4	69,159	556.7	540.0	70,621	549.1	429.0	84,780	1,268.7	1,137.4
2nd "	113,306	1,268.9	1,910.7	82,084	601.3	709.5	75,417	653.9	495.1	106,982	1,321.6	1,697.2
3rd "	125,419	1,223.8	2,080.4	85,250	559.6	731.6	79,074	603.3	438.9	119,188	1,267.8	1,788.9
4th "	111,212	1,433.3	2,596.4	78,013	439.4	796.0	77,395	652.1	386.1	110,603	1,645.6	2,196.5
Total Domestic	433,255	5,202.4	7,835.9	314,506	2,157.0	2,777.1	302,507	2,458.4	1,749.1	421,553	5,503.7	6,820.0
International Transborder:												
1st Quarter	816	7.5	6.1	816	7.5	6.1	879	0.6	19.1	879	0.6	19.1
2nd "	2,090	8.0	6.0	959	8.0	5.0	963	0.6	20.8	1,751	0.6	20.8
3rd "	2,477	6.5	6.9	928	6.2	5.7	927	0.5	22.4	2,531	0.5	22.4
4th "	2,462	4.4	32.8	1,599	2.6	21.0	1,831	2.8	30.8	2,685	5.0	32.8
Sub-Total - Transborder	7,845	26.4	51.8	4,302	24.3	37.8	4,600	4.5	93.1	7,846	6.7	95.1
Other International:												
1st Quarter	-	-	-	-	-	-	-	-	-	-	-	-
2nd "	-	-	-	-	-	-	-	-	-	-	-	-
3rd "	-	-	-	-	-	-	-	-	-	-	-	-
4th "	-	-	-	-	-	-	-	-	-	-	-	-
Sub-Total - Other International	-	-	-	-	-	-	-	-	-	-	-	-
International:												
1st Quarter	816	7.5	6.1	816	7.5	6.1	879	0.6	19.1	879	0.6	19.1
2nd "	2,090	8.0	6.0	959	8.0	5.0	963	0.6	20.8	1,751	0.6	20.8
3rd "	2,477	6.5	6.9	928	6.2	5.7	927	0.5	22.4	2,531	0.5	22.4
4th "	2,462	4.4	32.8	1,599	2.6	21.0	1,831	2.8	30.8	2,685	5.0	32.8
Total International	7,845	26.4	51.8	4,302	24.3	37.8	4,600	4.5	93.1	7,846	6.7	95.1
Grand Total:												
1st Quarter	84,134	1,283.9	1,254.5	69,975	564.2	546.1	71,500	549.7	448.1	86,659	1,269.3	1,156.3
2nd "	115,396	1,276.9	1,916.7	83,043	609.3	714.5	76,380	654.5	515.9	108,733	1,322.2	1,718.0
3rd "	127,896	1,230.3	2,087.3	86,178	565.8	737.3	80,001	603.8	461.3	121,719	1,268.3	1,811.3
4th "	113,674	1,437.7	2,629.2	79,612	442.0	817.0	79,226	654.9	416.9	113,288	1,650.6	2,229.3
GRAND TOTAL	441,100	5,228.8	7,887.7	318,808	2,181.3	2,814.9	307,107	2,462.9	1,842.2	429,399	5,510.4	6,915.1

Note: Totals for Mail and Cargo may not balance due to rounding.

Ottawa International Airport

Airport Activity Tables

Scheduled International and Mainline Domestic Flights

1968

	Arriving Load			Deplaned			Enplaned			Departing Load		
	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo
		(000 lbs.)			(000 lbs.)			(000 lbs.)			(000 lbs.)	
Domestic:												
1st Quarter	101,242	1,509.8	2,236.0	77,099	608.0	685.6	74,444	652.2	379.0	98,651	1,551.3	1,949.2
2nd "	118,456	1,702.8	2,844.3	84,623	731.3	1,016.1	81,845	745.0	479.9	115,681	1,712.6	2,308.9
3rd "	116,020	1,175.2	2,726.7	80,142	480.8	984.7	78,290	559.8	524.3	114,214	1,252.4	2,268.1
International Transborder:												
1st Quarter	3,029	5.4	56.9	2,476	3.3	36.5	2,383	3.6	38.4	2,872	8.4	39.1
2nd "	2,899	4.8	58.2	2,319	2.6	55.5	2,075	3.0	48.6	2,652	9.1	50.4
3rd "	3,093	4.4	50.5	2,334	2.6	41.0	2,031	1.9	55.3	2,744	5.4	62.9
Other International:												
1st Quarter	-	-	-	-	-	-	-	-	-	-	-	-
2nd "	-	-	-	-	-	-	295	-	-	295	-	-
3rd "	55	0.7	2.2	55	0.7	2.2	-	-	-	-	-	-
International:												
1st Quarter	3,029	5.4	56.9	2,476	3.3	36.5	2,383	3.6	38.4	2,872	8.4	39.1
2nd "	2,899	4.8	58.2	2,319	2.6	55.5	2,370	3.0	48.6	2,947	9.1	50.4
3rd "	3,148	5.2	52.7	2,389	3.4	43.2	2,031	1.9	55.3	2,744	5.4	62.9
Grand Total:												
1st Quarter	104,271	1,515.2	2,292.9	79,575	611.3	722.1	76,827	655.8	417.4	101,523	1,559.7	1,988.3
2nd "	121,355	1,707.6	2,902.5	86,942	733.9	1,071.6	84,215	748.0	528.5	118,628	1,721.7	2,359.3
3rd "	119,168	1,180.4	2,779.4	82,531	484.2	1,027.9	80,321	561.7	579.6	116,958	1,257.8	2,331.0

Service Bulletin

AVIATION STATISTICS CENTRE

OTTAWA 4, CANADA

Vol. 1, No. 20
ASC-SB-3-9

February 1969
Preliminary

Aircraft Movement Statistics
Airports with DOT Air Traffic Control Towers

During January 1969, aircraft activity at airports with Department of Transport control towers, amounted to 216,992 movements, 17,360 less than during the same month the year before. Local flights accounted for 109,272 movements, 17,431 less than in January 1968. Itinerant movements recorded 98,811,374 less compared with January of last year. Simulated approaches were 344 higher with 8,909.

A preliminary summary of data from detailed information supplied by the towers is given on page 2. Because the statistics shown are from a tabulation at a relatively early stage in the production of detailed tables, some slight modifications may be made at a later date. Corrections should not show significant differences.

Inquiries related to the subject-matter presented should be directed to Mr. Jan Bekooy, Aviation Statistics Centre, ConGill Building, 12th Floor, 275 Slater St., Ottawa 4. (Telephone 992-2957)

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Canadian TRANSPORT
Commission

Airports with Department of Transport Towers
Total Aircraft Movements by Class of Operation, January 1969

Airports	Rank	Total	Rank	Itinerant (including scheduled)	Rank	Local	Rank	Simulated approaches
Abbotsford		4,374		1,391		2,644	9	339
Baie Comeau		1,190		782		406		2
Brandon		3,615		929		2,640		46
Buttonville	4	12,974		909	1	12,065		-
Calgary	9	9,215	6	4,259	9	4,377	6	579
Cartierville	8	11,090		2,790	3	8,300		-
Edmonton Industrial		6,238	8	3,539		2,636		63
Edmonton International		2,207		1,649		242	10	316
Fort St. John		973		890		78		5
Fredericton		2,000		1,137		822		41
Gander International		3,059		1,534		1,152		373
Halifax International		5,116	9	3,415		972	5	729
Kamloops		965		677		285		3
Lakehead		3,352		1,452		1,810		90
Lethbridge		1,803		652		1,150		1
London		5,884		2,098		3,646		140
Moncton		6,351		2,022	10	4,076		253
Montreal International	1	16,841	2	10,294	6	5,571	2	976
North Bay		2,602		1,137		1,238		227
Ottawa International	2	14,709	5	6,171	5	7,532	1	1,006
Pitt Meadows		3,827		1,491		2,336		-
Port Hardy		698		482		216		-
Prince George		1,304		821		462		21
Quebec	10	8,226	10	3,189	8	4,928		109
Regina		3,452		1,747		1,604		101
St. Hubert	6	12,406	7	3,591	2	8,439		376
St. Andrews		2,573		547		2,026		-
Saint John		3,974		1,597		2,331		46
St. John's		724		616		57		51
Saskatoon		4,501		1,746		2,288	17	467
Sept-Iles		2,161		1,553		592		16
Sydney		515		500		14		1
Toronto International	3	14,248	1	11,726		1,575	3	947
Toronto Island	7	11,095		3,135	4	7,960		-
Vancouver International		7,645	4	6,478		713	8	454
Victoria International		5,935		2,460		3,291		184
Wabush		650		480		170		-
Whitehorse		1,156		523		630		3
Windsor		4,551		1,443		2,989		119
Winnipeg International	5	12,793	3	6,959	7	5,009	4	825
Total January 1969		216,992		98,811		109,272		8,909
Total January 1968		234,352		99,084		126,703		8,565

Service Bulletin

AVIATION STATISTICS CENTRE

OTTAWA 4, CANADA

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MAR 17 1969
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Vol. 1, No. 21
ASC-SB-2-5

March 1969
Preliminary

Airport Activity

Airport Activity statistics for Halifax and Edmonton International Airports, and Quebec Airport are contained in this issue.

The form of the table for Quebec Airport varies slightly from previous tables since Quebec Airport had no regularly scheduled trans-border or international services operating during the period.

The concepts of the data are the same as for previous Airport Activity tables (ASC-SB-2-3 and ASC-SB-2-4).

The staff of the Aviation Statistics Centre are presently preparing a publication entitled "Airport Activity Statistics". It will contain a six year review, 1963-1968 inclusive, of the top twenty-five airports in Canada. The published data will include such statistics as are contained in this bulletin, plus details of all aircraft movements at the various airports.

This publication is expected to be available by August of this year.

Inquiries relating to the data may be directed to Mr. G. C. Coleman, Aviation Statistics Centre, ConGill Building, 12th Floor, 275 Slater St., Ottawa 4. (Telephone 992-2332)

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Canadian TRANSPORT Commission

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Halifax International Airport

Airport Activity Tables

Scheduled International and Mainline Domestic Flights

1967

	Arriving Load			Deplaned			Enplaned			Departing Load		
	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo
		(000 lbs.)			(000 lbs.)			(000 lbs.)			(000 lbs.)	
Domestic:												
1st Quarter	61,890	640.0	2,327.2	43,151	294.9	587.5	47,226	214.8	448.9	66,753	559.7	2,195.9
2nd "	77,054	618.7	3,096.9	52,133	282.4	754.8	56,678	209.6	492.4	81,561	543.7	2,831.8
3rd "	115,101	553.4	3,256.1	74,449	278.1	921.8	74,682	206.4	400.0	115,270	481.4	2,740.6
4th "	75,976	648.6	3,224.9	58,909	338.2	1,147.0	56,681	232.7	543.1	73,236	538.0	2,637.1
Total Domestic	330,021	2,460.7	11,905.1	228,642	1,193.6	3,411.1	235,267	863.5	1,884.4	336,820	2,122.8	10,405.4
International Transborder:												
1st Quarter	2,140	3.5	46.1	1,869	2.8	44.9	179	0.0	0.8	181	0.1	0.8
2nd "	4,105	2.4	58.8	4,011	2.3	58.1	1,783	3.9	12.7	1,987	3.9	16.3
3rd "	8,482	2.7	64.9	8,482	2.7	64.9	6,998	5.0	84.1	7,532	5.0	85.2
4th "	3,703	3.7	61.0	3,703	3.7	61.0	3,611	1.0	3.1	4,213	2.5	3.2
Sub-Total - Transborder	18,430	12.3	230.8	18,065	11.5	228.9	12,571	9.9	100.7	13,913	11.5	105.5
Other International:												
1st Quarter	2,280	3.3	23.3	1,495	0.7	4.2	1,426	1.0	9.9	1,692	4.4	22.8
2nd "	2,612	1.5	36.8	2,013	0.4	12.9	1,384	2.6	8.7	1,911	5.8	32.3
3rd "	3,272	0.6	31.7	2,516	0.6	19.3	1,422	0.7	21.4	1,708	1.0	26.2
4th "	1,822	13.5	52.6	1,172	1.4	10.5	1,255	24.3	14.7	1,815	39.9	40.6
Sub-Total - Other International	9,986	18.9	144.4	7,196	3.1	46.9	5,487	28.6	54.7	7,126	51.1	121.9
International:												
1st Quarter	4,420	6.8	69.5	3,364	3.5	49.2	1,605	1.1	10.7	1,873	4.5	23.7
2nd "	6,717	4.0	95.6	6,024	2.8	71.1	3,167	6.6	21.5	3,898	9.8	48.7
3rd "	11,754	3.3	96.6	10,998	3.3	84.2	8,420	5.7	105.6	9,240	6.0	111.5
4th "	5,525	17.3	113.6	4,875	5.2	71.6	4,866	25.4	17.9	6,028	42.5	43.9
Total International	28,416	31.4	375.3	25,261	14.8	276.1	18,058	38.8	155.7	21,039	62.8	227.8
Grand Total:												
1st Quarter	66,310	656.9	2,396.8	46,515	298.5	636.7	48,831	215.9	459.6	68,626	564.3	2,219.7
2nd "	83,771	622.7	3,192.6	58,157	285.2	825.9	59,845	216.2	513.9	85,459	553.6	2,880.6
3rd "	126,855	556.8	3,352.7	85,447	281.5	1,006.1	83,102	212.2	505.6	124,510	487.5	2,852.2
4th "	81,501	665.9	3,338.6	63,784	343.5	1,218.6	61,547	258.1	561.1	79,264	580.5	2,681.0
GRAND TOTAL	358,437	2,492.3	12,280.7	253,903	1,208.7	3,687.3	253,325	902.4	2,040.2	357,859	2,185.9	10,633.5

Note: Totals for Mail and Cargo may not balance due to rounding.

Halifax International Airport

Airport Activity Tables

Scheduled International and Mainline Domestic Flights

1968

	Arriving Load			Deplaned			Enplaned			Departing Load		
	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo
		(000 lbs.)			(000 lbs.)			(000 lbs.)			(000 lbs.)	
Domestic:												
1st Quarter	64,735	609.5	2,758.7	53,698	324.1	936.3	50,011	222.5	484.9	60,592	496.9	2,314.4
2nd "	72,791	649.3	3,124.7	56,023	368.1	1,156.6	59,980	221.6	473.3	76,677	501.7	2,454.2
3rd	105,017	427.6	3,589.6	75,289	268.6	1,923.0	75,329	174.4	1,217.7	107,427	332.3	2,896.1
International Transborder:												
1st Quarter	3,415	3.3	56.0	3,415	3.3	56.0	2,933	0.4	5.1	3,616	2.3	5.2
2nd "	6,077	3.9	97.5	5,558	3.6	90.9	4,147	3.5	14.1	4,578	4.3	14.2
3rd "	11,706	3.4	113.2	9,089	2.8	103.9	9,494	3.5	39.6	9,539	3.5	39.6
Other International:												
1st Quarter	2,092	2.4	42.0	1,505	0.7	13.6	1,461	10.8	10.8	1,821	21.6	31.9
2nd "	2,672	1.5	45.6	2,398	1.3	16.5	2,298	11.8	20.6	2,731	12.7	43.3
3rd "	3,247	0.7	62.2	3,077	0.7	36.9	2,613	8.6	12.2	2,985	10.3	34.9
International:												
1st Quarter	5,507	5.7	98.0	4,920	4.0	69.6	4,394	11.2	15.9	5,437	23.9	37.1
2nd "	8,749	5.4	143.1	7,956	4.9	107.4	6,445	15.3	34.7	7,309	17.0	57.5
3rd "	14,953	4.1	175.4	12,166	3.5	140.8	12,107	12.1	51.8	12,524	13.8	74.5
Grand Total:												
1st Quarter	70,242	615.2	2,856.7	58,618	328.1	1,005.9	54,405	233.7	500.8	66,029	520.8	2,351.5
2nd "	81,540	654.7	3,267.8	63,979	373.0	1,264.0	66,425	236.9	508.0	83,986	518.7	2,511.7
3rd "	119,970	431.7	3,765.0	87,455	272.1	2,063.8	87,436	186.5	1,269.5	119,951	346.1	2,970.6

Edmonton International Airport

Airport Activity Tables

Scheduled International and Mainline Domestic Flights

1967

	Arriving Load			Deplaned			Enplaned			Departing Load		
	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo
		(000 lbs.)			(000 lbs.)			(000 lbs.)			(000 lbs.)	
Domestic:												
1st Quarter	59,297	1,168.1	3,738.4	49,927	456.4	1,725.5	49,612	457.3	467.0	59,141	1,165.5	2,435.2
2nd "	73,290	1,372.0	3,829.6	56,020	533.4	2,057.4	54,568	463.7	522.8	71,023	1,301.1	2,237.9
3rd "	101,406	1,319.3	3,945.3	70,816	527.4	1,826.1	69,926	448.5	547.3	100,356	1,239.0	2,612.4
4th "	71,808	1,280.9	4,618.3	57,481	610.2	2,237.1	56,265	530.1	487.4	71,328	1,194.5	2,830.4
Total Domestic	305,801	5,140.3	16,131.6	234,244	2,127.4	7,846.1	230,371	1,899.6	2,024.5	301,848	4,900.1	10,115.9
International Transborder:												
1st Quarter	-	-	-	-	-	-	-	-	-	-	-	-
2nd "	-	-	-	-	-	-	-	-	-	-	-	-
3rd "	-	-	-	-	-	-	-	-	-	-	-	-
4th "	-	-	-	-	-	-	-	-	-	-	-	-
Sub-Total - Transborder	-	-	-	-	-	-	-	-	-	-	-	-
Other International:												
1st Quarter	1,445	1.1	14.7	392	0.2	1.6	398	1.9	6.6	1,292	6.4	64.4
2nd "	3,310	4.8	28.3	1,267	0.5	5.1	959	1.4	2.6	3,817	6.9	82.9
3rd "	5,464	5.0	27.1	1,846	0.5	3.3	1,453	1.3	3.3	5,231	7.2	81.3
4th "	2,663	3.1	51.4	677	0.2	3.8	596	1.3	1.3	1,846	10.4	87.1
Sub-Total - Other International	12,882	14.0	121.5	4,182	1.4	13.8	3,406	5.9	13.8	12,186	30.9	315.7
International:												
1st Quarter	1,445	1.1	14.7	392	0.2	1.6	398	1.9	6.6	1,292	6.4	64.4
2nd "	3,310	4.8	28.3	1,267	0.5	5.1	959	1.4	2.6	3,817	6.9	82.9
3rd "	5,464	5.0	27.1	1,846	0.5	3.3	1,453	1.3	3.3	5,231	7.2	81.3
4th "	2,663	3.1	51.4	677	0.2	3.8	596	1.3	1.3	1,846	10.4	87.1
Total International	12,882	14.0	121.5	4,182	1.4	13.8	3,406	5.9	13.8	12,186	30.9	315.7
Grand Total:												
1st Quarter	60,742	1,169.3	3,753.2	50,319	456.6	1,727.1	50,010	459.3	473.6	60,433	1,172.0	2,499.7
2nd "	76,600	1,376.8	3,858.0	57,287	533.9	2,062.6	55,527	465.1	525.4	74,840	1,308.0	2,320.8
3rd "	106,870	1,324.3	3,972.4	72,662	528.0	1,829.4	71,379	449.8	550.7	105,587	1,246.2	2,693.7
4th "	74,471	1,284.0	4,669.7	58,158	610.5	2,240.9	56,861	531.4	488.7	73,174	1,205.0	2,917.5
GRAND TOTAL	318,683	5,154.4	16,253.3	238,426	2,129.0	7,860.0	233,777	1,905.6	2,038.4	314,034	4,931.2	10,431.7

Note: Totals for Mail and Cargo may not balance due to rounding.

Edmonton International Airport

Airport Activity Tables

Scheduled International and Mainline Domestic Flights

1968

	Arriving Load			Deplaned			Enplaned			Departing Load		
	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo
		(000 lbs.)			(000 lbs.)			(000 lbs.)			(000 lbs.)	
Domestic:												
1st Quarter	68,517	1,158.5	4,157.5	56,340	583.3	1,810.7	54,379	440.4	460.2	67,385	1,011.5	2,812.7
2nd "	77,915	1,326.7	5,055.8	60,200	665.6	2,447.4	61,103	454.5	531.5	78,374	1,110.5	3,127.5
3rd "	110,734	1,048.3	5,450.8	83,438	583.7	2,916.9	75,378	439.9	781.7	104,011	903.9	3,228.9
International Transborder:												
1st Quarter	-	-	-	-	-	-	-	-	-	-	-	-
2nd "	-	-	-	-	-	-	-	-	-	-	-	-
3rd "	-	-	-	-	-	-	-	-	-	-	-	-
Other International:												
1st Quarter	2,572	1.7	65.6	739	0.1	7.0	513	1.1	3.1	1,517	6.8	56.1
2nd "	4,108	2.7	71.9	1,475	0.4	21.1	1,682	2.2	9.9	4,759	9.5	73.1
3rd "	7,775	8.8	59.7	2,474	0.4	11.4	2,345	2.8	9.5	6,309	11.7	144.6
International:												
1st Quarter	2,572	1.7	65.6	739	0.1	7.0	513	1.1	3.1	1,517	6.8	56.1
2nd "	4,108	2.7	71.9	1,475	0.4	21.1	1,682	2.2	9.9	4,759	9.6	73.1
3rd "	7,775	8.8	59.7	2,474	0.4	11.4	2,345	2.8	9.5	6,309	11.7	144.6
Grand Total:												
1st Quarter	71,089	1,160.2	4,223.1	57,079	583.4	1,817.7	54,892	441.5	463.3	68,902	1,018.3	2,868.8
2nd "	82,023	1,329.4	5,127.7	61,675	666.0	2,468.5	62,785	456.7	541.4	83,133	1,120.0	3,200.6
3rd "	118,509	1,057.1	5,510.5	85,912	584.1	2,928.3	77,723	442.7	791.2	110,320	915.6	3,373.5

Quebec, P.Q.

Airport Activity Tables

Scheduled and Regular Domestic Services

1967 and 1st 3 Quarters of 1968

	Arriving Load			Deplaned			Enplaned			Departing Load		
	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo
		(000 lbs.)			(000 lbs.)			(000 lbs.)			(000 lbs.)	
1967												
1st Quarter	43,205	209.5	608.8	28,996	133.0	347.7	29,089	144.7	292.6	43,298	221.3	553.7
2nd "	45,574	237.3	694.2	29,440	127.5	332.3	30,098	171.8	245.3	46,232	281.6	607.3
3rd "	51,815	223.7	684.0	33,613	121.7	268.5	33,390	178.7	217.5	51,592	280.7	633.1
4th "	43,253	267.2	753.9	26,640	151.4	399.7	26,146	187.1	242.5	42,759	302.8	596.7
Total	183,847	937.7	2,740.9	118,689	533.6	1,348.2	118,723	682.3	997.9	183,881	1,086.4	2,390.8
1968												
1st Quarter	42,779	252.8	730.6	27,121	158.2	419.6	28,915	166.8	185.6	44,573	261.4	496.6
2nd "	49,158	274.1	808.5	29,046	164.1	376.7	29,298	186.6	188.2	49,410	296.6	620.0
3rd "	54,699	200.3	1,201.8	30,992	112.3	639.5	31,247	135.4	221.2	54,954	223.3	783.5

Service Bulletin

VIATION STATISTICS CENTRE

OTTAWA 4, CANADA

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MAR 25 1969
UNIVERSITY OF TORONTO

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March 1969
Preliminary

Aircraft Movement Statistics
Airports Without Air Traffic Control Towers

During 1968, aircraft movements at 111 airports without towers across Canada amounted to 1,462,126, 38.3% higher than in 1967 when 105 airports handled 1,057,511 movements.

Locals, which refers to flying training, recorded 1,107,827 movements, 39.8% more than in 1967 when 792,515 local movements were reported.

Itinerant movements amounted to 354,299, a rise of 33.7% over the 264,996 itinerants reported in 1967.

Level 1 airports provide the same detail as airports with control towers. Level 2 airports report on a daily basis but in less detail. Level 3 airports submit a weekly report.

Inquiries related to the subject matter presented may be directed to Mr. Jan Bekooy, Aviation Statistics Centre, ConGill Building, 12th Floor, 275 Slater St., Ottawa 4. (Telephone 992-2957)

C O N T E N T S

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Introduction 1

Airports without Air Traffic Control Towers, Aircraft Movements by Class of Operation, December and Year 1968 -

Table 1 - Level 1 2
Table 2 - Level 2 3
Table 3 - Level 3 7

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Canadian TRANSPORT Commission

UNION BUREAU OF STATISTICS • DEPARTMENT OF TRANSPORT • AIR TRANSPORT COMMITTEE

TABLE 1
Airports without Air Traffic Control Towers,
Aircraft Movements by Class of Operation, December 1968
Level 1

Airports	Total movements	Itinerant movements	Local movements	Simulated approaches
Charlottetown, P.E.I.	597	549	48	-
Deer Lake, Nfld.	192	192	-	-
Fort Nelson, B.C.	774	721	53	-
Muskoka, Ont.	809	198	606	5
Penticton, B.C.	1,469	235	1,234	-
Sault Ste. Marie, Ont.	861	451	399	11
Yarmouth, N.S.	146	146	-	-
Total movements	4,848	2,492	2,340	16

TABLE 2
Airports without Air Traffic Control Towers,
Aircraft Movements by Class of Operation, Year 1968
Level 1

Airports	Total movements	Itinerant movements	Local movements	Simulated approaches
Charlottetown, P.E.I.	9,145	7,891	1,254	-
Deer Lake, Nfld.	3,525	3,525	-	-
Fort Nelson, B.C.	16,234	11,396	4,816	22
Muskoka, Ont.	26,957	7,973	18,860	124
Penticton, B.C.	37,447	8,467	28,980	-
Sault Ste. Marie, Ont.	16,504	6,951	9,542	11
Yarmouth, N.S.	2,869	2,326	543	-
Total movements 1968	112,681	48,529	63,995	157

TABLE 3
Airports without Air Traffic Control Towers,
Aircraft Movements by Class of Operation, December 1968
Level 2

Airport	Total movements	Itinerant movements	Local movements
Armstrong, Ont.	*		
Baker Lake, N.W.T.	24	24	-
Brantford, Ont.	1,148	96	1,052
Burwash, Y.T.	6	4	2
Cambridge Bay, N.W.T.	89	89	-
Campbell River, B.C.	457	165	292
Castlegar, B.C.	688	108	580
Charlo, N.B.	201	175	26
Churchill, Man.	300	219	81
Coral Harbour, N.W.T.	15	14	1
Dawson, Y.T.	81	81	-
Earlton, Ont.	499	131	368
Edmundston, N.B.	31	14	17
Fort Chimo, Que.	115	115	-
Fort McMurray, Alta.	292	232	60
Fort Resolution, N.W.T.	116	116	-
Fort Simpson, N.W.T.	168	168	-
Fort Smith, N.W.T.	325	325	-
Frobisher, N.W.T.	237	173	64
Gore Bay, Ont.	28	12	16
Grande Prairie, Alta.	2,217	545	1,672
Hay River, N.W.T.	416	402	14
High Level, Alta.	1,220	1,220	-
Hope, B.C.	112	54	58
Inuvik, N.W.T.	323	323	-
Kapuskasing, Ont.	323	111	212
Kelowna, B.C.	1,380	539	841
Kenora, Ont.	224	115	109
Killaloe/Bonnechere, Ont.	*		
Knob Lake, Que.	341	107	234
La Macaza, Que.	36	36	-
Lac La Biche, Alta.	27	21	6
Mayo, Y.T.	50	50	-
Medicine Hat, Alta.	639	221	418
Mont Joli, Que.	304	304	-
Mount Hope (Hamilton) Ont.	5,160	295	4,865
Niagara District, Ont.	2,762	331	2,431
Norman Wells, N.W.T.	520	520	-
North Battleford, Sask.	347	109	238
Oshawa, Ont.	2,794	285	2,509
Peace River, Alta.	1,325	925	400
Pembroke, Ont.	460	168	292
Powell River, B.C.	323	323	-
Prince Rupert, B.C.	370	370	-
Princeton, B.C.	6	6	-

See footnote at end of Table.

TABLE 3
Airports without Air Traffic Control Towers,
Aircraft Movements by Class of Operation, December 1968 - Concluded
Level 2

Airport	Total movements	Itinerant movements	Local movements
Quesnel, B.C.	289	109	180
Rainbow Lake, Alta.	270	270	-
Red Deer, Alta.	1,282	346	936
Red Lake, Ont.	144	64	80
Resolute, N.W.T.	41	41	-
Sandspit, B.C.	422	110	312
Sarnia, Ont.	854	152	702
Sherbrooke, Que.	80	24	56
Sioux Lookout, Ont.	338	99	239
Smith River, B.C.	3	3	-
Smithers, B.C.	317	87	230
Stephenville, Nfld.	297	297	-
Sudbury, Ont.	1,337	605	732
Swift Current, Sask.	694	297	397
Terrace, B.C.	179	146	33
Teslin, Y.T.	25	25	-
The Pas, Man.	394	338	56
Timmins, Ont.	523	381	142
Tofino, B.C.	251	251	-
Trenton, N.S.	557	90	467
Waterloo/Wellington, Ont.	4,671	130	4,541
Watson Lake, Y.T.	104	104	-
Welland, Ont.	625	96	529
Wiarton, Ont.	104	48	56
Williams Lake, B.C.	610	178	432
Wrigley, N.W.T.	30	30	-
Yellowknife, N.W.T.	692	633	59
Yorkton, Sask.	455	125	330
Total movements level 2	42,087	14,720	27,367
Total movements 1968	886,497	249,198	637,299

* Reports not available.

TABLE 4
Airports without Air Traffic Control Towers,
Aircraft Movements by Class of Operation, Year 1968
Level 2

Airport	Total movements	Itinerant movements	Local movements
Armstrong, Ont.	1,446	776	670
Baker Lake, N.W.T.	534	534	-
Brantford, Ont.	27,020	2,211	24,809
Burwash, Y.T.	457	439	18
Cambridge Bay, N.W.T.	1,828	1,828	-
Campbell River, B.C.	14,207	4,699	9,508
Castlegar, B.C.	24,874	4,327	20,547
Charlo, N.B.	4,136	1,515	2,621
Churchill, Man.	3,793	2,894	899
Coral Harbour, N.W.T.	345	303	42
Dawson, Y.T.	1,610	1,585	25
Earlton, Ont.	4,071	2,340	1,731
Edmundston, N.B.	759	540	219
Fort Chimo, Que.	1,383	1,365	18
Fort McMurray, Alta.	7,111	5,083	2,028
Fort Resolution, N.W.T.	1,033	1,033	-
Fort Simpson, N.W.T.	1,675	1,589	86
Fort Smith, N.W.T.	3,989	3,989	-
Frobisher, N.W.T.	2,906	2,834	72
Gore Bay, Ont.	1,992	1,548	444
Grande Prairie, Alta.	33,893	7,556	26,337
Hay River, N.W.T.	10,838	4,555	6,283
High Level, Alta.	21,121	18,548	2,573
Hope, B.C.	9,684	2,750	6,934
Inuvik, N.W.T.	9,474	5,726	3,748
Kapuskasing, Ont.	6,384	2,046	4,338
Kelowna, B.C.	11,135	3,856	7,279
Kenora, Ont.	6,953	4,740	2,213
Killaloe, Ont.	1,626	440	1,186
Knob Lake, Que.	3,185	2,135	1,050
La Macaza, Que.	572	572	-
Lac La Biche, Alta.	1,497	786	711
Mayo, Y.T.	1,674	1,674	-
Medicine Hat, Alta.	9,246	3,663	5,583
Mont Joli, Que.	4,323	3,905	418
Mount Hope, Ont.	141,538	9,099	132,439
Niagara District, Ont.	66,216	4,875	61,341
Norman Wells, N.W.T.	4,678	4,624	54
North Battleford, Sask.	6,126	1,902	4,224
Oshawa, Ont.	65,338	6,133	59,205
Peace River, Alta.	22,730	12,276	10,454
Pembroke, Ont.	6,384	856	5,528
Powell River, B.C.	7,168	7,138	30
Prince Rupert, B.C.	5,651	5,651	-
Princeton, B.C.	521	489	32

TABLE 4
Airports without Air Traffic Control Towers,
Aircraft Movements by Class of Operation, Year 1968 - Concluded
Level 2

Airport	Total movements	Itinerant movements	Local movements
Quesnel, B.C.	11,245	2,919	8,326
Rainbow Lake, Alta.	4,161	3,655	506
Red Deer, Alta.	44,118	6,494	37,624
Red Lake, Ont.	2,247	1,355	892
Resolute, N.W T.	2,163	2,161	2
Sandspit, B.C.	7,594	1,412	6,182
Sarnia, Ont.	5,405	2,387	3,018
Sherbrooke, Que.	3,864	1,684	2,180
Sioux Lookout, Ont.	3,021	1,463	1,558
Smith River, B.C.	245	245	-
Smithers, B.C.	12,489	3,064	9,425
Stephenville, Nfld.	2,793	2,793	-
Sudbury, Ont.	18,894	8,646	10,248
Swift Current, Sask.	10,189	5,454	4,735
Terrace, B.C.	3,944	2,589	1,355
Teslin, Y.T.	434	433	1
The Pas, Man.	6,204	5,432	772
Timmins, Ont.	7,813	5,571	2,242
Tofino, B.C.	2,192	2,128	64
Trenton, N.S.	15,647	1,620	14,027
Waterloo/Wellington, Ont.	92,606	2,661	89,945
Watson Lake, Y.T.	4,535	3,459	1,076
Welland, Ont.	17,324	2,244	15,080
Wiarton, Ont.	4,171	2,588	1,583
Williams Lake, B.C.	19,084	7,230	11,854
Wrigley, N.W.T.	455	455	-
Yellowknife, N.W.T.	12,256	9,057	3,199
Yorkton, Sask.	8,280	2,572	5,708
Total movements 1968	886,497	249,198	637,299

TABLE 5
Airports without Air Traffic Control Towers
Aircraft Movements by Class of Operation, December 1968
Level 3

Airport	Total movements	Itinerant movements	Local movements
Carp, Ont.	2,828	41	2,787
Cranbrook, B.C.	543	144	399
Dawson Creek, B.C.	648	212	436
Drummondville, Que.	503	61	442
Gagnon, Que.	147	147	-
Guelph, Ont.	784	26	758
Kingston, Ont.	1,989	140	1,849
Langley, B.C.	4,393	27	4,366
Mingan, Que.	56	56	-
Natashquan, Que.	84	84	-
Nelson, B.C.	193	10	183
Pelee Island, Ont.	161	102	59
Peterborough, Ont.	601	191	410
Prince Albert, Sask.	1,736	296	1,440
Riviere-au-Tonnerre, Que.	182	182	-
St. Hyacinthe, Que.	668	118	550
St. Jerome, Que.	1,390	162	1,228
Trois Rivieres, Que.	502	140	362
Vancouver Harbour, B.C.	116	116	-
Vermilion, Alta.	80	45	35
Vernon, B.C.	687	16	671
Yellowknife Bay, N.W.T.	266	265	1
Total movements level 3	18,557	2,581	15,976
Total movements 1968	462,948	56,572	406,376

Table 6
Aircraft Movements at Airports without D.O.T. Towers,
Level 3 - Year 1968

Airport	Total movements	Itinerant movements	Local movements
Beloeil, Que.	11,542	-	11,542
Carp, Ont.	73,143	1,558	71,585
Cranbrook, B.C.	10,448	2,846	7,602
Dawson Creek, B.C.	18,652	5,210	13,442
Drummondville, Que.	10,401	1,748	8,653
Gagnon, Que.	2,809	2,809	-
Guelph, Ont.	29,535	401	29,134
Havre St. Pierre, Que.	220	220	-
Kimberley, B.C.	1	1	-
Kingston, Ont.	69,837	3,489	66,348
Lac des Loups, Que.	274	26	248
Langley, B.C.	82,523	860	81,663
Mingan, Que.	194	194	-
Natashquan, Que.	216	216	-
Nelson, B.C.	4,711	616	4,095
Pelee Island, Ont.	2,906	2,188	718
Peterborough, Ont.	12,959	2,707	10,252
Prince Albert, Sask.	32,216	7,233	24,983
Revelstoke, B.C.	9,386	397	8,989
Riviere au Tonnerre, Que.	456	456	-
St. Georges de Beauce, Que.	237	237	-
St. Hyacinthe, Que.	11,360	2,334	9,026
St. Jean, Que.	5,517	264	5,253
St. Jerome, Que.	34,521	5,115	29,406
Stettler, Alta.	1,109	415	694
Trois Rivieres, Que.	17,115	3,606	13,509
Vancouver Harbour, B.C.	4,756	4,737	19
Vermilion, B.C.	1,377	680	697
Vernon, B.C.	8,894	643	8,251
Yellowknife Bay, N.W.T.	5,633	5,366	267
Total movements level 3	462,948	56,572	406,376

Service Bulletin

AVIATION STATISTICS CENTRE

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Preliminary

Aircraft Movement Statistics
Airports with DOT Air Traffic Control Towers

During February 1969, airports with Department of Transport control towers handled 295,326 aircraft movements, 13,086 less than during February 1968, when 308,412 movements were recorded. Of the total movements, itinerants accounted for 118,163, local flights for 166,187 and simulated approaches for 10,976.

A preliminary summary of data from detailed information supplied by the towers is given on page 2. Because the statistics shown are from a tabulation at a relatively early stage in the production of detailed tables, some slight modifications may be made at a later date. Corrections should not show significant differences.

Inquiries related to the subject-matter presented should be directed to Mr. Jan Bekooy, Aviation Statistics Centre, ConGill Building, 12th Floor, 275 Slater St., Ottawa 4. (Telephone 992-2957)

8705-501

Canadian TRANSPORT Commission

INION BUREAU OF STATISTICS • DEPARTMENT OF TRANSPORT • AIR TRANSPORT COMMITTEE

Airports with Department of Transport Towers
Total Aircraft Movements by Class of Operation, February 1969

Airports	Rank	Total	Rank	Itinerant (including scheduled)	Rank	Local	Rank	Simulated approaches
Abbotsford		11,690		3,401	6	7,724	7	565
Baie Comeau		749		659		80		10
Brandon		3,798		1,028		2,696		74
Buttonville	7	14,260		1,197	1	13,063		-
Calgary	1	18,290	7	4,747	2	12,566	4	977
Cartierville	4	15,560		3,644	3	11,916		-
Edmonton Industrial	10	12,928	6	5,443	7	7,361		124
Edmonton International		3,567		1,670		1,261	6	636
Fort St. John		1,809		1,088		692		29
Fredericton		1,725		1,145		550		30
Gander International		3,526		1,443		2,032		51
Halifax International		5,526		2,993		1,985	8	548
Kamloops		1,557		984		562		11
Lakehead		5,344		1,840		3,367		137
Lethbridge		5,439		1,294		4,074		71
London		9,207		3,191		5,830		186
Moncton		6,849		1,991		4,536	10	322
Montreal International	2	17,507	2	9,942	10	6,188	1	1,377
North Bay		3,416		1,295		1,814		307
Ottawa International	5	15,359	5	7,074		7,223	3	1,062
Pitt Meadows		10,272	10	3,758	8	6,514		-
Port Hardy		1,214		839		349		26
Prince George		2,152		1,090		1,032		30
Quebec		8,888		3,893		4,846		149
Regina		4,919		2,028		2,772		119
St. Hubert	9	13,368	9	3,781	5	9,390		197
St. Andrews		4,159		865		3,294		-
Saint John		4,501		1,622		2,828		51
St. John's		737		619		82		36
Saskatoon		7,205		2,127		4,778		300
Sept-Iles		2,143		1,439		689		15
Sydney		508		478		17		13
Toronto International	3	16,122	1	12,020		2,796	2	1,306
Toronto Island	8	14,006	8	4,384	4	9,566		56
Vancouver International		10,116	3	8,408		1,072	6	636
Victoria International		10,037		3,494	9	6,300		243
Wabush		1,073		505		568		-
Whitehorse		3,836		804		3,020		12
Windsor		7,223		2,048		4,835	9	340
Winnipeg International	6	14,741	4	7,892		5,919	5	930
Total February 1969		295,326		118,163		166,187		10,976
Total February 1968		308,412		121,293		175,106		12,013

Service Bulletin

AVIATION STATISTICS CENTRE

OTTAWA 4, CANADA

MAR 25 1969
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ASC-SB-4-6

March 1969
Preliminary

Civil Aviation - October 1968

Groups I-IV Canadian Commercial Air Carriers

Analysis of October 1968 figures compiled for the monthly Civil Aviation publication shows divergent trends in commercial aviation activity with respect to unit toll passenger and freight traffic. The number of passengers carried in unit toll service during October 1968 by Canadian carriers earning over $100,000 annually was 4.5 per cent lower than in the same month of 1967. However, the weight of goods carried was 29.2 per cent higher than in October of the previous year.

Bulk or charter activity showed steady increases for the month when compared to October 1967. The number of hours flown in charter service increased by 10.5 per cent, passenger-miles grew by 36.9 per cent with the increasing popularity of international charter flights and inclusive tours and the weight of goods carried increased by 30.9 per cent. The increased goods traffic on chartered aircraft was concentrated in the domestic sector of aviation and was particularly connected with the furnishing of supplies and equipment of northern communities and development sites which are inaccessible by surface transport.

Ten month cumulative figures show much the same picture as do data for the month of October. During the January-to-October period unit toll passenger traffic increased by only 1.9 per cent, but goods ton-miles were up by 31.9 per cent, indicating the general growth in air cargo operations and the difficulty experienced by airlines in improving upon the heavier-than-normal unit toll passenger traffic experienced during Canada's centennial year.

Questions or comments concerning information in the table should be directed to Mr. K.J. Marks, Aviation Statistics Centre, ConGill Building, 12th Floor, 275 Slater St., Ottawa 4, Ontario. (Telephone 992-2957)

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Canadian TRANSPORT Commission

UNION BUREAU OF STATISTICS • DEPARTMENT OF TRANSPORT • AIR TRANSPORT COMMITTEE

Civil Aviation - October 1968

Canadian Air Carriers

Groups I-IV

	October 1968 Groups I & II	October 1968 Groups I-IV	% Change from October 1967 Groups I-IV	January-October 1968 Groups I-IV	% Change from January-October 1967 Groups I-IV
Unit toll traffic					
Hours flown	35,683	40,890	+ 4.3	409,397	+ 8.7
Passengers carried	688,441	707,699	- 4.5	7,127,567	+ 1.9
Passenger-miles	587,120,908	590,588,574	- 4.6	6,439,037,045	+ 7.6
Goods carried (lbs.)	26,434,875	27,990,448	+ 29.2	237,146,552	+ 18.9
Goods ton-miles	19,936,151	20,279,270	+ 40.4	163,590,446	+ 31.9
Unit toll revenues $	42,466,637	43,272,693	+ 4.6	436,615,440	+ 10.8
Bulk traffic					
Hours flown	2,138	37,614	+ 10.5	375,763	+ 5.0
Passengers carried	13,197	72,993	+ 11.4	784,775	+ 13.2
Passenger-miles	27,404,760	43,278,469	+ 36.9	590,834,578	+ 59.5
Goods carried (lbs.)	824,708	13,301,593	+ 30.9	137,172,196	+ 25.2
Goods ton-miles	699,981	1,316,791	+ 1.1	15,213,502	+ 29.5
Bulk transport revenues $	1,291,933	5,816,732	+ 20.1	63,265,352	+ 21.0
Total operating revenues $	44,949,052	51,193,987	+ 6.8	520,395,925	+ 11.4
Total operating expenses $	42,844,525	49,902,238	+ 13.0	483,833,776	+ 13.0
Net income after taxes $	200,655	Dr. 830,813	more than 100%	14,113,285	- 31.4

Service Bulletin

AVIATION STATISTICS CENTRE

OTTAWA 4, CANADA

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UNIVERSITY OF TORONTO

Vol. 1, No. 24
ASC-SB-3-12

March 1969
Preliminary

Aircraft Movement Statistics
Airports without Air Traffic Control Towers
January 1969

Aircraft Movements Statistics shown in this bulletin are compiled in three series, each reflecting the complexity of reports received from participating airports.

Level 1 airports provide the same detail as airports with control towers. Level 2 airports report on a daily basis but in less detail. Level 3 airports submit a weekly report.

On occasion, data from an airport will not be available in time to be included in the preliminary report.

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8705-501

Canadian TRANSPORT Commission

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Because the statistics shown are from tabulations at an early stage in the production of detailed tables, some slight modifications may be made at a later date. Corrections should not have any appreciable effect on the magnitude shown.

Inquiries related to the subject matter presented may be directed to Mr. Jan Bekooy, Aviation Statistics Centre, ConGill Building, 12th Floor, 275 Slater St., Ottawa 4. (Telephone 992-2957)

TABLE 1
Airports without Air Traffic Control Towers,
Aircraft Movements by Class of Operation, January 1969
Level 1

Airports	Total movements	Itinerant movements	Local movements	Simulated approaches
Charlottetown, P.E.I.	893	698	195	-
Deer Lake, Nfld.	286	286	-	-
Fort Nelson, B.C.	1,118	1,075	43	-
Muskoka, Ont.	1,083	362	718	3
Penticton, B.C.	1,248	193	1,055	-
Sault Ste. Marie, Ont.	1,081	461	620	-
Yarmouth, N.S.	153	153	-	-
Total	5,862	3,228	2,631	3

TABLE 2
Airports without Air Traffic Control Towers,
Aircraft Movements by Class of Operation, January 1969
Level 2

Airport	Total movements	Itinerant movements	Local movements
Armstrong, Ont.	*		
Baker Lake, N.W.T.	36	36	-
Brantford, Ont.	1,275	143	1,132
Burwash, Y.T.	6	6	-
Cambridge Bay, N.W.T.	85	85	-
Campbell River, B.C.	136	110	26
Castlegar, B.C.	472	102	370
Charlo, N.B.	286	202	84
Churchill, Man.	278	196	82
Coral Harbour, N.W.T.	22	22	-
Dawson, Y.T.	83	81	2
Earlton, Ont.	224	126	98
Edmundston, N.B.	25	13	12
Fort Chimo, Que.	93	87	6
Fort McMurray, Alta.	209	205	4
Fort Resolution, N.W.T.	64	64	-
Fort Simpson, N.W.T.	231	231	-
Fort Smith, N.W.T.	352	323	29
Frobisher, N.W.T.	188	188	-
Gore Bay, Ont.	59	33	26
Grande Prairie, Alta.	1,784	471	1,313
Hay River, N.W.T.	405	375	30
High Level, Alta.	1,265	1,265	-
Hope, B.C.	16	14	2
Inuvik, N.W.T.	249	238	11
Kapuskasing, Ont.	246	124	122
Kelowna, B.C.	1,882	491	1,391
Kenora, Ont.	102	54	48
Killaloe/Bonnechere, Ont.	*		
Knob Lake, Que.	338	144	194
La Macaza, Que.	50	50	-
Lac La Biche, Alta.	34	22	12
Mayo, Y.T.	54	54	-
Medicine Hat, Alta.	237	161	76
Mont Joli, Que.	352	328	24
Mount Hope (Hamilton), Ont.	5,615	278	5,337
Niagara District, Ont.	3,051	295	2,756
Norman Wells, N.W.T.	654	654	-
North Battleford, Sask.	207	85	122
Oshawa, Ont.	4,217	335	3,882
Peace River, Alta.	1,183	1,031	152
Pembroke, Ont.	1,314	190	1,124
Powell River, B.C.	255	255	-

See footnote at end of Table.

TABLE 2
Airports without Air Traffic Control Towers,
Aircraft Movements by Class of Operation, January 1969 - Concluded
Level 2

Airport	Total movements	Itinerant movements	Local movements
Prince Rupert, B.C.	293	293	-
Princeton, B.C.	15	15	-
Quesnel, B.C.	212	140	72
Rainbow Lake, Alta.	339	339	-
Red Deer, Alta.	743	274	469
Red Lake, Ont.	154	80	74
Resolute, N.W.T.	47	47	-
Sandspit, B.C.	336	92	244
Sarnia, Ont.	536	169	367
Sherbrooke, Que.	256	30	226
Sioux Lookout, Ont.	222	58	164
Smith River, B.C.	7	7	-
Smithers, B.C.	246	86	160
Stephenville, Nfld.	310	310	-
Sudbury, Ont.	1,593	629	964
Swift Current, Sask.	476	264	212
Terrace, B.C.	247	200	47
Teslin, Y.T.	4	4	-
The Pas, Man.	332	314	18
Timmins, Ont.	454	358	96
Tofino, B.C.	209	207	2
Trenton, N.S.	683	134	549
Waterloo/Wellington, Ont.	6,133	108	6,025
Watson Lake, Y.T.	135	135	-
Welland, Ont.	677	67	610
Wiarton, Ont.	153	61	92
Williams Lake, B.C.	483	175	308
Wrigley, N.W.T.	26	26	-
Yellowknife, N.W.T.	544	485	59
Yorkton, Sask.	182	126	56
Total movements level 2	43,681	14,400	29,281

* Reports not available.

TABLE 3
Airports without Air Traffic Control Towers
Airport Movements by Class of Operation, January 1969
Level 3

Airport	Total movements	Itinerant movements	Local movements
Beloeil, Que.	*		
Carp, Ont.	3,932	69	3,863
Cranbrook, B.C.	319	147	172
Dawson Creek, B.C.	288	206	82
Drummondville, Que.	516	64	452
Gagnon, Que.	154	154	-
Guelph, Ont.	885	22	863
Havre St. Pierre, Que.	*		
Kingston, Ont.	3,901	137	3,764
Langley, B.C.	2,976	10	2,966
Mingan, Que.	8	8	-
Natashquan, Que.	98	98	-
Nelson, B.C.	36	2	34
Pelee Island, Ont.	94	49	45
Peterborough, Ont.	1,128	218	910
Prince Albert, Sask.	1,098	300	798
Riviere-au-Tonnerre, Que.	152	152	-
St. Georges de Beauce, Que.	*		
St. Hyacinthe, Que.	918	159	759
St. Jerome, Que.	2,957	271	2,686
Trois Rivieres, Que.	511	163	348
Vermilion, Alta.	*		
Vernon, B.C.	503	15	488
Yellowknife Bay, N.W.T.	148	148	-
Total movements level 3	20,622	2,392	18,230

* Reports not available.

Service Bulletin

VIATION STATISTICS CENTRE

OTTAWA 4, CANADA

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March 1969
Preliminary

Civil Aviation

As a result of a special study the following table summarizing air carrier activity from 1960 to 1967 was compiled.

Because of previous requests for historical data on air carrier activity this table is being published in the Service Bulletin as a general item of interest.

Inquiries with reference to the table may be directed to Mr. K.J. Marks, Aviation Statistics Centre, 275 Slater St., Ottawa 4 or telephone 992-2957.

8705-501

Canadian TRANSPORT
Commission

Summary of Civil Aviation
Hours flown by Commercial, Air Carriers
by type of Service and Percentage Change
Group I to V
1960 to 1967

Year	Service hours					
	Unit toll	Per cent change	Bulk	Per cent change	Specialty flying	Per cent change
1960	383,181	Base year	289,113	Base year	173,555	Base year
1961	327,555	- 14.5	313,225	8.3	184,643	6.4
1962	312,395	- 4.6	306,324	2.2	186,127	0.8
1963	298,655	- 4.4	332,131	8.4	201,855	8.5
1964	300,798	0.7	377,246	13.6	234,288	16.1
1965	335,379	11.5	431,269	14.3	317,580	35.6
1966	376,783	12.3	481,722	11.7	453,619	42.8
1967	447,599	18.8	509,978	5.9	545,203	20.2
Total per cent change between 1960 to 1967		16.8		76.4		214.1

Service Bulletin

AVIATION STATISTICS CENTRE

OTTAWA 4, CANADA

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April 1969
Preliminary

Airport Activity

Complete 1968 data is contained herein for Toronto, Montreal, and Vancouver International Airports. As with previous tables of this format, the figures will not balance horizontally within traffic categories, because the intransit load may arrive under one category, and depart under another. Cargo is the total of express and freight.

Special attention should be paid to the following facts:

1. Adjustments of a magnitude of about 10 per cent have been made to the preliminary figures given in Bulletin ASC-2-3 for Vancouver. The adjustments affect 2nd quarter cargo, and are reflected in the enclosed Vancouver table. Minor adjustments were also made to the first quarter domestic cargo figures for Montreal.

2. For 1967 and prior years, flights to and from Hawaii were included under "International Other". Beginning with 1968 tables, flights to and from Hawaii have been included under the traffic category "International Transborder".

3. Effective September 1, 1968, all 1st class mail from the United States to Canada was shipped by air rather than by surface transportation.

4. There was a postal strike in Canada from July 18 to August 8, 1968.

Inquiries relating to the data may be directed to Mr. G.C. Coleman, Aviation Statistics Centre, ConGill Building, 12th Floor, 275 Slater St., Ottawa 4. (Telephone 992-2332).

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Canadian TRANSPORT Commission

UNION BUREAU OF STATISTICS • DEPARTMENT OF TRANSPORT • AIR TRANSPORT COMMITTEE

Toronto International Airport

Airport Activity Tables

Scheduled International and Mainline Domestic Flights

1968

	Arriving Load			Deplaned			Enplaned			Departing Load		
	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo
		(000 lbs.)			(000 lbs.)			(000 lbs.)			(000 lbs.)	
Domestic:												
1st Quarter	330,167	3,648.3	10,389.1	299,526	2,079.0	4,235.2	303,317	2,426.7	7,777.3	331,365	3,924.1	14,212.9
2nd "	407,907	3,649.5	12,076.0	362,088	1,979.5	4,669.3	356,583	2,633.9	8,995.1	404,363	4,260.1	16,887.1
3rd "	487,551	2,669.3	13,019.6	433,285	2,081.3	8,656.7	404,503	2,587.6	12,636.3	462,099	3,134.5	17,409.1
4th "	430,769	4,621.6	19,331.3	386,080	3,557.2	13,850.9	379,429	4,479.3	14,706.0	423,002	5,444.4	20,341.2
Total Domestic	1,656,394	14,588.7	54,816.0	1,480,979	9,697.0	31,412.1	1,443,832	12,127.5	44,114.7	1,620,829	16,763.1	68,850.3
International Transborder:												
1st Quarter	200,827	496.1	6,701.4	196,772	489.4	6,425.1	194,864	240.5	1,892.0	200,985	264.3	1,999.1
2nd "	212,841	506.8	7,357.0	206,663	492.3	6,977.2	192,993	237.7	2,097.8	198,293	263.2	2,194.5
3rd "	231,646	509.4	7,849.0	223,040	496.4	7,466.0	225,018	175.8	2,734.1	231,763	186.8	2,822.1
4th "	196,276	1,180.3	9,445.7	191,171	1,166.8	9,097.1	213,583	277.8	3,032.5	218,311	297.0	3,177.3
Sub-Total - Transborder	841,590	2,692.6	31,353.1	817,646	2,644.9	29,965.4	826,458	931.8	9,756.4	849,352	1,011.3	10,193.0
Other International:												
1st Quarter	48,672	179.3	1,482.8	44,702	167.2	1,287.5	36,626	233.1	857.3	41,123	300.1	940.1
2nd "	49,112	180.2	1,892.5	45,805	156.3	1,542.4	39,980	224.7	1,127.9	42,204	281.3	1,275.8
3rd "	69,404	144.2	2,511.3	65,293	123.2	2,213.0	55,324	149.4	1,309.5	57,966	213.6	1,492.7
4th "	35,952	238.3	1,938.8	33,636	218.1	1,775.5	32,971	227.4	1,105.0	36,780	341.3	1,317.4
Sub-Total - Other International	203,140	742.0	7,825.4	189,436	664.8	6,818.4	164,901	834.6	4,399.7	178,073	1,136.3	5,026.0
International:												
1st Quarter	249,499	675.4	8,184.2	241,474	656.6	7,712.5	231,490	473.7	2,749.3	242,108	564.4	2,939.3
2nd "	261,953	686.9	9,249.4	252,468	648.6	8,519.6	232,973	462.4	3,225.7	240,497	544.5	3,470.3
3rd "	301,050	653.6	10,360.2	288,333	619.6	9,679.0	280,342	325.2	4,043.6	289,729	400.4	4,314.9
4th "	232,228	1,418.6	11,384.5	224,807	1,384.9	10,872.6	246,554	505.2	4,137.5	255,091	638.3	4,494.7
Total International	1,044,730	3,434.6	39,178.5	1,007,082	3,309.7	36,783.8	991,359	1,766.4	14,156.1	1,027,425	2,147.6	15,219.0
Grand Total:												
1st Quarter	579,666	4,323.7	18,573.3	541,000	2,735.6	11,947.7	534,807	2,900.4	10,526.6	573,473	4,488.5	17,152.2
2nd "	669,860	4,336.4	21,325.4	614,556	2,628.1	13,188.9	589,556	3,096.3	12,220.8	644,860	4,804.6	20,357.4
3rd "	788,601	3,322.9	23,379.8	721,618	2,700.9	18,335.7	684,845	2,912.8	16,679.9	751,828	3,534.9	21,724.0
4th "	662,997	6,040.2	30,715.8	610,887	4,942.1	24,723.5	625,983	4,984.5	18,843.5	678,093	6,082.7	24,835.9
GRAND TOTAL	2,701,124	18,023.2	93,994.3	2,488,061	13,006.7	68,195.8	2,435,191	13,894.0	58,270.8	2,648,254	18,910.7	84,069.5

Note: Totals for Mail and Cargo may not balance due to rounding.

Montreal International Airport

Airport Activity Tables

Scheduled International and Mainline Domestic Flights

1968

	Arriving Load			Deplaned			Enplaned			Departing Load		
	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo
		(000 lbs.)			(000 lbs.)			(000 lbs.)			(000 lbs.)	
Domestic:												
1st Quarter	249,830	2,305.8	7,265.3	222,078	1,431.0	2,371.5	232,298	2,211.3	8,030.3	260,651	3,133.2	13,262.8
2nd "	305,400	2,556.4	9,085.0	264,963	1,751.9	4,524.8	273,453	2,170.3	8,672.5	313,013	3,011.5	13,543.0
3rd "	349,370	2,042.5	9,435.2	295,949	1,882.4	8,278.1	309,923	1,883.3	12,454.5	362,626	2,091.2	13,951.4
4th "	294,419	3,396.6	10,939.1	255,253	2,985.2	8,570.5	256,633	3,612.4	16,815.9	294,520	4,039.7	19,801.9
Total Domestic	1,199,019	10,301.3	36,724.6	1,038,243	8,050.5	23,744.9	1,072,307	9,877.3	45,973.2	1,230,810	12,275.6	60,559.1
International Transborder:												
1st Quarter	140,064	386.5	4,832.6	132,922	358.1	2,932.2	126,230	194.8	1,586.6	135,609	288.3	4,875.8
2nd "	149,938	359.9	5,328.1	133,664	327.3	3,253.2	125,122	153.1	1,488.8	139,051	267.2	4,928.2
3rd "	174,671	343.6	5,297.9	154,021	333.1	3,378.6	153,206	110.2	1,539.2	176,779	211.3	4,656.8
4th "	132,814	720.9	6,351.7	119,901	703.4	3,977.2	132,696	151.8	1,919.0	149,187	317.1	6,156.6
Sub-Total - Transborder	597,487	1,810.9	21,810.3	540,508	1,721.9	13,541.2	537,254	609.9	6,533.6	600,626	1,083.9	20,617.4
Other International:												
1st Quarter	68,442	776.4	13,437.8	47,653	530.2	9,130.0	35,724	444.2	2,812.3	53,675	578.3	5,392.6
2nd "	101,064	824.8	14,211.2	73,423	571.8	9,752.1	69,343	438.8	2,847.2	100,206	573.7	5,631.6
3rd "	168,679	696.1	16,251.8	126,447	484.5	11,932.4	102,750	359.0	3,410.6	142,777	432.3	6,191.9
4th "	89,688	1,019.1	21,636.7	57,741	735.7	15,538.0	50,978	644.7	3,578.0	80,626	764.4	7,196.2
Sub-Total - Other International	427,873	3,316.4	65,537.5	305,264	2,322.2	46,352.5	258,795	1,886.7	12,648.1	377,284	2,348.7	24,412.3
International:												
1st Quarter	208,506	1,162.9	18,270.4	180,575	888.3	12,062.2	161,954	639.0	4,398.9	189,284	866.6	10,268.4
2nd "	251,002	1,184.7	19,539.3	207,087	899.0	13,005.3	194,465	591.9	4,336.0	239,257	840.9	10,559.7
3rd "	343,350	1,039.7	21,549.7	280,468	817.7	15,311.0	255,956	469.2	4,949.8	319,556	643.6	10,848.7
4th "	222,502	1,740.0	27,988.4	177,642	1,439.1	19,515.2	183,674	796.4	5,497.0	229,813	1,081.5	13,352.8
Total International	1,025,360	5,127.3	87,347.8	845,772	4,044.1	59,893.7	796,049	2,496.5	19,181.7	977,910	3,432.6	45,029.6
Grand Total:												
1st Quarter	458,336	3,468.7	25,535.7	402,653	2,319.3	14,433.7	394,252	2,850.3	12,429.2	449,935	3,999.8	23,531.2
2nd "	556,402	3,741.1	28,624.3	472,050	2,650.9	17,530.1	467,918	2,762.2	13,008.5	552,270	3,852.4	24,102.7
3rd "	692,720	3,082.2	30,984.9	576,417	2,700.1	23,589.1	565,879	2,352.5	17,404.3	682,182	2,734.8	24,800.1
4th "	516,921	5,136.7	38,927.5	432,895	4,424.3	28,085.7	440,307	4,408.8	22,312.9	524,333	5,121.2	33,154.7
GRAND TOTAL	2,224,379	15,428.7	124,072.4	1,884,015	12,094.6	83,638.6	1,868,356	12,373.8	65,154.9	2,208,720	15,708.2	105,588.7

Note: Totals for Mail and Cargo may not balance due to rounding.

Vancouver International Airport

Airport Activity Tables

Scheduled International and Mainline Domestic Flights

1968

	Arriving Load			Deplaned			Enplaned			Departing Load		
	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo
		(000 lbs.)			(000 lbs.)			(000 lbs.)			(000 lbs.)	
Domestic:												
1st Quarter	146,197	1,329.5	4,430.4	143,623	1,241.0	3,937.7	150,723	1,250.1	4,187.1	153,297	1,338.6	4,679.8
2nd "	168,213	1,405.3	5,754.9	166,072	1,244.3	5,030.1	181,733	1,268.5	5,590.0	183,834	1,429.4	6,314.1
3rd "	216,674	1,073.0	6,127.8	214,264	1,057.1	5,985.7	222,200	1,082.7	7,197.4	224,610	1,098.6	7,339.4
4th "	172,180	1,882.6	7,335.6	170,470	1,840.1	7,017.0	167,459	1,760.2	7,783.2	169,178	1,802.7	8,098.9
Total Domestic	703,264	5,690.4	23,648.7	694,429	5,382.5	21,970.5	722,115	5,361.5	24,757.7	730,919	5,669.3	26,432.2
International Transborder:												
1st Quarter	55,328	140.1	913.5	55,328	140.1	913.5	49,867	191.9	294.8	49,867	191.9	294.8
2nd "	62,337	222.8	1,447.2	62,337	222.8	1,447.2	51,972	190.8	460.7	52,012	190.8	461.3
3rd "	76,474	250.5	1,553.3	76,474	250.5	1,553.3	75,034	155.5	534.5	75,034	155.5	534.5
4th "	50,216	387.4	1,281.1	50,071	387.4	1,251.4	58,031	201.6	408.0	58,613	205.2	533.6
Sub-Total - Transborder	244,355	1,000.8	5,195.1	244,210	1,000.8	5,165.4	234,904	739.8	1,698.0	235,526	743.4	1,824.2
Other International:												
1st Quarter	6,928	203.4	481.1	6,928	203.4	481.1	5,552	105.6	271.4	5,552	105.6	271.4
2nd "	5,943	100.6	405.4	5,943	100.6	405.4	7,014	75.9	284.0	7,014	76.0	284.0
3rd "	7,053	43.3	368.8	7,053	43.3	368.8	5,271	43.7	254.3	5,271	43.7	254.3
4th "	7,386	194.2	806.1	6,940	190.6	713.0	4,748	80.8	244.3	4,748	80.8	244.3
Sub-Total - Other International	27,310	541.5	2,061.4	26,864	537.9	1,968.3	22,585	306.0	1,054.0	22,585	306.1	1,054.0
International:												
1st Quarter	62,256	343.5	1,394.6	62,256	343.5	1,394.6	55,419	297.5	566.2	55,419	297.6	566.2
2nd "	68,280	323.4	1,852.6	68,280	323.5	1,852.6	58,986	266.7	744.6	59,026	266.7	745.3
3rd "	83,527	293.8	1,922.2	83,527	293.8	1,922.2	80,305	199.2	788.9	80,305	199.2	788.9
4th "	57,602	581.6	2,087.2	57,011	578.0	1,964.4	62,779	282.4	652.3	63,361	286.0	777.9
Total International	271,665	1,542.3	7,256.6	271,074	1,538.8	7,133.8	257,489	1,045.8	2,752.0	258,111	1,049.5	2,878.3
Grand Total:												
1st Quarter	208,453	1,673.0	5,825.0	205,879	1,584.5	5,332.3	206,142	1,547.6	4,753.3	208,716	1,636.2	5,246.0
2nd "	236,493	1,728.8	7,607.5	234,352	1,567.8	6,882.7	240,719	1,535.2	6,334.6	242,860	1,696.1	7,059.4
3rd "	300,201	1,366.8	8,050.0	297,791	1,350.9	7,907.9	302,505	1,281.9	7,986.3	304,915	1,297.8	8,128.3
4th "	229,782	2,464.2	9,422.8	227,481	2,418.1	8,981.4	230,238	2,042.6	8,435.5	232,539	2,088.7	8,876.8
GRAND TOTAL	974,929	7,232.8	30,905.3	965,503	6,921.3	29,104.3	979,604	6,407.3	27,509.7	989,030	6,718.8	29,310.5

Note: Totals for Mail and Cargo may not balance due to rounding. The Provincial Government ferry was not operated between Vancouver and Victoria, due to a strike February 16 to March 1, 1968.

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Vol. 1, No. 27
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April 1969
Preliminary

Aviation Statistics Centre Service Bulletin

Airport Activity

Revised Data for Toronto International Airport

The revisions to Toronto figures are reflected in the Domestic Passenger figures, 2nd and 4th quarters. Arriving, deplaned, enplaned and departing figures are affected.

8705-501

Toronto International Airport

Airport Activity Tables

Scheduled International and Mainline Domestic Flights

1968

Revised June 12, 1969.

	Arriving Load			Deplaned			Enplaned			Departing Load		
	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo
		(000 lbs.)			(000 lbs.)			(000 lbs.)			(000 lbs.)	
Domestic:												
1st Quarter	330,167	3,648.3	10,389.1	299,526	2,079.0	4,235.2	303,317	2,426.7	7,777.3	331,365	3,924.1	14,212.9
2nd "	414,694	3,649.5	12,076.0	368,123	1,979.5	4,669.3	362,283	2,633.9	8,995.1	410,815	4,260.1	16,887.1
3rd "	487,551	2,669.3	13,019.6	433,285	2,081.3	8,656.7	404,503	2,587.6	12,636.3	462,099	3,134.5	17,409.1
4th "	400,617	4,621.6	19,331.3	357,779	3,557.2	13,850.9	352,429	4,479.3	14,706.0	394,151	5,444.4	20,341.2
Total Domestic	1,633,029	14,588.7	54,816.0	1,458,713	9,697.0	31,412.1	1,422,532	12,127.5	44,114.7	1,598,430	16,763.1	68,850.3
International Transborder:												
1st Quarter	200,827	496.1	6,701.4	196,772	489.4	6,425.1	194,864	240.5	1,892.0	200,985	264.3	1,999.1
2nd "	212,841	506.8	7,357.0	206,663	492.3	6,977.2	192,993	237.7	2,097.8	198,293	263.2	2,194.5
3rd "	231,646	509.4	7,849.0	223,040	496.4	7,466.0	225,018	175.8	2,734.1	231,763	186.8	2,822.1
4th "	196,276	1,180.3	9,445.7	191,171	1,166.8	9,097.1	213,583	277.8	3,032.5	218,311	297.0	3,177.3
Sub-Total - Transborder	841,590	2,692.6	31,353.1	817,646	2,644.9	29,965.4	826,458	931.8	9,756.4	849,352	1,011.3	10,193.0
Other International:												
1st Quarter	48,672	179.3	1,482.8	44,702	167.2	1,287.5	36,626	233.1	857.3	41,123	300.1	940.1
2nd "	49,112	180.2	1,892.5	45,805	156.3	1,542.4	39,980	224.7	1,127.9	42,204	281.3	1,275.8
3rd "	69,404	144.2	2,511.3	65,293	123.2	2,213.0	55,324	149.4	1,309.5	57,966	213.6	1,492.7
4th "	35,952	238.3	1,938.8	33,636	218.1	1,775.5	32,971	227.4	1,105.0	36,780	341.3	1,317.4
Sub-Total - Other International	203,140	742.0	7,825.4	189,436	664.8	6,818.4	164,901	834.6	4,399.7	178,073	1,136.3	5,026.0
International:												
1st Quarter	249,499	675.4	8,184.2	241,474	656.6	7,712.5	231,490	473.7	2,749.3	242,108	564.4	2,939.3
2nd "	261,953	686.9	9,249.4	252,468	648.6	8,519.6	232,973	462.4	3,225.7	240,497	544.5	3,470.3
3rd "	301,050	653.6	10,360.2	288,333	619.6	9,679.0	280,342	325.2	4,043.6	289,729	400.4	4,314.9
4th "	232,228	1,418.6	11,384.5	224,807	1,384.9	10,872.6	246,554	505.2	4,137.5	255,091	638.3	4,494.7
Total International	1,044,730	3,434.6	39,178.5	1,007,082	3,309.7	36,783.8	991,359	1,766.4	14,156.1	1,027,425	2,147.6	15,219.0
Grand Total:												
1st Quarter	579,666	4,323.7	18,573.3	541,000	2,735.6	11,947.7	534,807	2,900.4	10,526.6	573,473	4,488.5	17,152.2
2nd "	676,647	4,336.4	21,325.4	620,591	2,628.1	13,188.9	595,256	3,096.3	12,220.8	651,312	4,804.6	20,357.4
3rd "	788,601	3,322.9	23,379.8	721,618	2,700.9	18,335.7	684,845	2,912.8	16,679.9	751,828	3,534.9	21,724.0
4th "	632,845	6,040.2	30,715.8	582,586	4,942.1	24,723.5	598,983	4,984.5	18,843.5	649,242	6,082.7	24,835.9
GRAND TOTAL	2,677,759	18,023.2	93,994.3	2,465,795	13,006.7	68,195.8	2,413,891	13,894.0	58,270.8	2,625,855	18,910.7	84,069.5

Note: Totals for Mail and Cargo may not balance due to rounding.

Service Bulletin

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Vol. 1, No. 28
ASC-SB-3-13

April 1969
Preliminary

Aircraft Movement Statistics
Airports without Air Traffic Control Towers
February 1969

Aircraft Movement Statistics shown in this bulletin are compiled in three series, each reflecting the complexity of reports received from participating airports.

Level 1 airports provide the same detail as airports with control towers. Level 2 airports report on a daily basis but in less detail. Level 3 airports submit a weekly report.

On occasion, data from an airport will not be available in time to be included in the preliminary report.

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Canadian TRANSPORT Commission

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Because the statistics shown are from tabulations at an early stage in the production of detailed tables, some slight modifications may be made at a later date. Corrections should not have any appreciable effect on the magnitude shown.

Inquiries related to the subject matter presented may be directed to Mr. Jan Bekooy, Aviation Statistics Centre, ConGill Building, 12th Floor, 275 Slater St., Ottawa 4. (Telephone 992-2957)

TABLE 1
Airports without Air Traffic Control Towers,
Aircraft Movements by Class of Operation, February 1969
Level 1

Airports	Total movements	Itinerant movements	Local movements	Simulated approaches
Charlottetown, P.E.I.	1,374	965	409	-
Deer Lake, Nfld.	304	304	-	-
Fort Nelson, B.C.	1,058	995	63	-
Muskoka, Ont.	1,469	469	995	5
Penticton, B.C.	1,367	222	1,145	-
Sault Ste. Marie, Ont.	1,483	464	1,019	-
Yarmouth, N.S.	135	135	-	-
Total	7,190	3,554	3,631	5

TABLE 2
Airports without Air Traffic Control Towers,
Aircraft Movements by Class of Operation, February 1969
Level 2

Airports	Total movements	Itinerant movements	Local movements
Armstrong, Ont.	NIL		
Baker Lake, N.W.T.	48	48	-
Brantford, Ont.	2,304	234	2,070
Burwash, Y.T.	8	8	-
Cambridge Bay, N.W.T.	107	107	-
Campbell River, B.C.	423	213	210
Castlegar, B.C.	1,438	130	1,308
Charlo, N.B.	244	183	61
Charlottetown, P.E.I.	See Level 1		
Churchill, Man.	365	217	148
Coral Harbour, N.W.T.	16	16	-
Dawson, Y.T.	86	83	3
Deer Lake, Nfld.	See Level 1		
Earlton, Ont.	914	161	753
Edmundston, N.B.	57	29	28
Fort Chimo, Que.	149	149	-
Fort McMurray, Alta.	233	189	44
Fort Nelson, B.C.	See Level 1		
Fort Resolution, N.W.T.	54	54	-
Fort Simpson, N.W.T.	293	285	8
Fort Smith, N.W.T.	323	307	16
Frobisher, N.W.T.	200	172	28
Gore Bay, Ont.	146	40	106
Grande Prairie, Alta.	3,251	595	2,656
Hay River, N.W.T.	480	432	48
High Level, Alta.	1,445	1,445	-
Hope, B.C.	81	37	44
Inuvik, N.W.T.	298	276	22
Kapuskasing, Ont.	376	138	238
Kelowna, B.C.	2,140	708	1,432
Kenora, Ont.	98	68	30
Killaloe/Bonnechere, Ont.	NIL		
Knob Lake, Que.	563	111	452
La Macaza, Que.	42	42	-
Lac La Biche, Alta.	45	29	16
Mayo, Y.T.	54	54	-
Medicine Hat, Alta.	575	234	341
Mont Joli, Que.	216	216	-
Mount Hope (Hamilton), Ont.	8,639	390	8,249
Muskoka, Ont.	See Level 1		
Niagara District, Ont.	3,579	481	3,098
Norman Wells, N.W.T.	589	585	4
North Battleford, Sask.	416	72	344
Oshawa, Ont.	4,251	338	3,913
Peace River, Alta.	1,535	1,129	406

TABLE 2
Airports without Air Traffic Control Towers,
Aircraft Movements by Class of Operation, February 1969 - Concluded
Level 2

Airports	Total movements	Itinerant movements	Local movements
Pembroke, Ont.	1,142	195	947
Penticton, B.C.	See Level 1		
Powell River, B.C.	459	459	-
Prince Rupert, B.C.	310	310	-
Princeton, B.C.	*		
Quesnel, B.C.	475	141	334
Rainbow Lake, Alta.	272	272	-
Red Deer, Alta.	1,689	413	1,276
Red Lake, Ont.	150	66	84
Resolute, N.W.T.	60	60	-
Sandspit, B.C.	402	94	308
Sarnia, Ont.	579	205	374
Sault Ste. Marie, Ont.	See Level 1		
Sherbrooke, Que.	377	64	313
Sioux Lookout, Ont.	256	53	203
Smith River, B.C.	*		
Smithers, B.C.	521	127	394
Stephenville, Nfld.	304	300	4
Sudbury, Ont.	2,058	750	1,308
Swift Current, Sask.	821	265	556
Terrace, B.C.	298	204	94
Teslin, Y.T.	12	12	-
The Pas, Man.	369	333	36
Timmins, Ont.	438	324	114
Tofino, B.C.	184	181	3
Trenton, N.S.	511	116	395
Waterloo/Wellington, Ont.	8,313	266	8,047
Watson Lake, Y.T.	147	147	-
Welland, Ont.	1,325	78	1,247
Wiarton, Ont.	719	203	516
Williams Lake, B.C.	617	315	302
Wrigley, N.W.T.	32	32	-
Yarmouth, N.S.	See Level 1		
Yellowknife, N.W.T.	566	545	21
Yorkton, Sask.	556	119	437
Total movements level 2	60,043	16,654	43,389

* Reports not available.

TABLE 3
Airports without Air Traffic Control Towers
Aircraft Movements by Class of Operation, February 1969
Level 3

Airports	Total movements	Itinerant movements	Local movements
Beloeil, Que.	NIL		
Blanc Sablon, Que.	131	131	-
Carp, Ont.	3,714	81	3,633
Cranbrook, B.C.	766	148	618
Dawson Creek, B.C.	1,097	290	807
Drummondville, Que.	838	80	758
Gagnon, Que.	154	154	-
Guelph, Ont.	1,490	48	1,442
Havre St. Pierre, Que.	230	230	-
Kingston, Ont.	3,765	194	3,571
Langley, B.C.	6,909	33	6,876
Mingan, Que.	50	50	-
Natashquan, Que.	82	82	-
Nelson, B.C.	16	6	10
Pelee Island, Ont.	120	82	38
Peterborough, Ont.	1,045	265	780
Prince Albert, Sask.	1,716	344	1,372
Riviere-au-Tonnerre, Que.	84	84	-
St. Georges de Beauce, Que.	NIL		
St. Hyacinthe, Que.	1,173	188	985
St. Jerome, Que.	1,765	321	1,444
Trois Rivieres, Que.	922	196	726
Vancouver Harbour, B.C.	493	493	-
Vermilion, Alta.	NIL		
Vernon, B.C.	1,132	30	1,102
Yellowknife Bay, N.W.T.	109	109	-
Total movements level 3	27,801	3,639	24,162

Service Bulletin

AVIATION STATISTICS CENTRE

Government

OTTAWA 4, CANADA

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April 1969
Preliminary

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Airport Activity

This bulletin is the second in a series containing airport activity data for the four quarters of 1968. Adjustments to figures for the first three quarters of 1968, issued in previous bulletins, will be reflected in this series. Halifax and Edmonton International Airports, and Quebec Airport will follow in the next Airport Activity bulletin.

A page of explanatory notes has been included in this issue to aid users of these tables.

Inquiries relating to the data may be directed to Mr. G.C. Coleman, Aviation Statistics Centre, ConGill Building, 12th Floor, 275 Slater St., Ottawa 4. (Telephone 992-2332)

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Explanatory Notes - Airport Activity Tables

1. The data refers to regularly scheduled international and mainline domestic flights. Data concerning charter flights have not been included in the tables.

2. The data concerning international flights were collected on a census basis. Data concerning domestic flights were collected on a mixed 15 per cent sample and census basis. The sample is such that each day of the week is sampled twice each quarter, and there is at least one sample day in each week.

3. Cargo has been considered as express and freight.

4. The tables will not balance horizontally within the traffic categories which are "Domestic", "Transborder", and "Other International". This is because the intransit load may arrive at a station under one category, and depart under another. The traffic categories are derived by allocating the traffic according to the last stop made before arrival and the next stop planned after departure. For example, consider a flight from Calgary to London, England via Winnipeg. The arrival at Winnipeg, from Calgary would be classed as a "Domestic" arrival, and the departure from Winnipeg to London, England would be considered an "Other International" departure.

5. At airports where flight numbers changed, all traffic on board was reported deplaned as well as arrived.

6. All flights to and from Alaska have been considered under the category "International, Transborder". Beginning with 1968 data, flights to and from Hawaii have been included under the traffic category "International, Transborder".

Winnipeg International Airport

Airport Activity Tables

Scheduled International and Mainline Domestic Flights

1968

	Arriving Load			Deplaned			Enplaned			Departing Load		
	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo
		(000 lbs.)			(000 lbs.)			(000 lbs.)			(000 lbs.)	
Domestic:												
1st Quarter	142,089	2,606.0	6,885.6	102,485	822.2	2,937.8	95,676	711.9	2,200.7	135,492	2,500.3	6,150.8
2nd "	169,683	2,609.1	8,362.8	114,066	824.5	3,123.1	113,173	744.6	2,327.0	168,775	2,530.3	7,566.1
3rd "	205,964	1,825.0	8,394.7	136,165	851.6	4,239.9	135,810	777.4	2,943.4	205,187	1,752.7	7,110.4
4th "	159,541	2,703.8	10,653.4	111,554	1,529.8	5,644.2	113,504	1,440.3	4,035.6	161,529	2,617.8	9,045.5
Total Domestic	677,277	9,743.9	34,296.5	464,270	4,028.1	15,945.0	458,163	3,674.2	11,506.7	670,983	9,401.1	29,872.8
International Transborder:												
1st Quarter	11,487	81.4	417.7	11,487	81.4	417.7	11,989	51.6	68.8	11,989	51.6	68.8
2nd "	13,839	81.4	492.5	13,839	81.4	492.5	12,972	56.2	58.5	12,972	56.2	58.5
3rd "	18,012	110.3	569.0	18,012	110.3	569.0	19,245	42.6	90.7	19,245	42.6	90.7
4th "	12,073	274.3	593.8	12,073	274.3	593.8	14,043	49.9	88.7	14,043	49.9	88.7
Sub-Total - Transborder	55,411	547.4	2,073.0	55,411	547.4	2,073.0	58,249	200.3	306.7	58,249	200.3	306.7
Other International:												
1st Quarter	1,255	6.7	49.2	646	1.7	38.8	403	0.5	1.7	800	0.9	9.9
2nd "	1,870	3.7	38.1	1,571	1.9	34.5	1,427	2.3	15.1	1,741	3.1	19.3
3rd "	4,674	6.6	68.5	4,175	3.3	46.6	3,283	3.8	16.8	4,204	5.1	26.5
4th "	997	8.8	39.9	562	2.6	33.7	429	1.2	2.5	826	3.9	8.1
Sub-Total - Other International	8,796	25.8	195.7	6,954	9.5	153.6	5,542	7.8	36.1	7,571	13.0	63.8
International:												
1st Quarter	12,742	88.1	466.9	12,133	83.1	456.5	12,392	52.1	70.5	12,789	52.5	78.7
2nd "	15,709	85.1	530.6	15,410	83.3	527.0	14,399	58.5	73.6	14,713	59.3	77.8
3rd "	22,686	116.9	637.5	22,187	113.6	615.6	22,528	46.4	107.5	23,449	47.7	117.2
4th "	13,070	283.1	633.7	12,635	276.9	627.5	14,472	51.1	91.2	14,869	53.8	96.8
Total International	64,207	573.2	2,268.7	62,365	556.9	2,226.6	63,791	208.1	342.8	65,820	213.3	370.5
Grand Total:												
1st Quarter	154,831	2,694.1	7,352.5	114,618	905.3	3,394.3	108,068	764.0	2,271.2	148,281	2,552.8	6,229.5
2nd "	185,392	2,694.2	8,893.4	129,476	907.7	3,650.1	127,572	803.1	2,400.6	183,488	2,589.6	7,643.9
3rd "	228,650	1,941.9	9,032.2	158,352	965.2	4,855.5	158,338	823.8	3,050.9	228,636	1,800.5	7,227.6
4th "	172,611	2,986.9	11,287.1	124,189	1,806.7	6,271.7	127,976	1,491.3	4,126.8	176,398	2,671.6	9,142.2
GRAND TOTAL	741,484	10,317.1	36,565.2	526,635	4,584.9	18,171.6	521,954	3,882.2	11,849.5	736,803	9,614.5	30,243.2

Note: Totals for Mail and Cargo may not balance due to rounding.

Calgary International Airport

Airport Activity Tables

Scheduled International and Mainline Domestic Flights

1968

	Arriving Load			Deplaned			Enplaned			Departing Load		
	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo
		(000 lbs.)			(000 lbs.)			(000 lbs.)			(000 lbs.)	
Domestic:												
1st Quarter	118,042	1,409.6	2,517.4	84,451	432.6	1,234.9	84,575	401.2	409.8	118,185	1,369.6	1,689.1
2nd "	141,812	1,223.0	3,231.4	108,435	335.2	1,695.6	102,369	436.2	478.6	135,469	1,308.8	2,026.7
3rd "	167,726	1,000.1	4,013.4	127,759	573.6	2,180.7	126,165	473.9	801.6	165,962	889.4	2,624.9
4th "	133,284	1,373.2	4,971.2	101,343	825.7	2,546.9	102,532	735.4	877.6	134,512	1,272.5	3,296.2
Total Domestic	560,864	5,005.9	14,733.4	421,988	2,167.1	7,658.1	415,641	2,046.7	2,567.6	554,128	4,840.3	9,636.9
International Transborder:												
1st Quarter	7,242	4.3	228.3	7,242	4.3	228.3	7,642	19.6	42.2	7,642	19.6	42.2
2nd "	9,182	4.4	245.8	9,182	4.4	245.8	8,988	18.2	40.0	8,988	18.2	40.0
3rd "	10,971	11.2	249.8	10,971	11.2	249.8	12,304	12.4	50.8	12,304	12.4	50.8
4th "	8,289	112.4	311.0	8,289	112.4	311.0	9,378	17.9	63.0	9,378	17.9	63.0
Sub-Total - Transborder	35,684	132.3	1,034.9	35,684	132.3	1,034.9	38,312	68.1	196.0	38,312	68.1	196.0
Other International:												
1st Quarter	1,178	2.5	22.4	452	-	5.6	280	0.1	-	987	11.1	20.0
2nd "	2,330	8.5	70.6	1,226	0.1	19.1	698	0.8	1.9	2,079	24.4	41.2
3rd "	3,223	8.5	88.8	1,904	1.1	17.3	1,291	1.6	9.2	2,780	20.2	90.1
4th "	1,616	9.7	71.6	581	0.9	9.9	356	0.4	1.8	1,352	19.6	69.1
Sub-Total - Other International	8,347	29.2	253.4	4,163	2.1	51.9 ~~319.0~~	2,625	2.9	12.9	7,198	75.3	220.4
International:												
1st Quarter	8,420	6.8	250.7	7,694	4.3	233.9	7,922	19.6	42.2	8,629	30.7	62.1
2nd "	11,512	12.9	316.4	10,408	4.4	264.9	9,686	19.0	41.9	11,067	42.6	81.2
3rd "	14,194	19.7	338.6	12,875	12.3	267.2	13,595	14.0	60.0	15,084	32.6	141.0
4th "	9,905	122.1	382.6	8,870	113.4	320.9	9,734	18.4	64.8	10,730	37.5	132.1
Total International	44,031	161.5	1,288.3	39,847	134.4	1,086.9	40,937	71.0	208.9	45,510	143.4	416.4
Grand Total:												
1st Quarter	126,462	1,416.4	2,768.1	92,145	436.9	1,468.8	92,497	420.8	452.0	126,814	1,400.3	1,751.2
2nd "	153,324	1,235.8	3,547.8	118,843	339.6	1,960.5	112,055	455.2	520.5	146,536	1,351.4	2,107.9
3rd "	181,920	1,019.9	4,352.0	140,634	585.9	2,447.8	139,760	487.9	861.7	181,046	922.0	2,765.9
4th "	143,189	1,495.3	5,353.8	110,213	939.1	2,867.8	112,266	753.8	942.3	145,242	1,310.0	3,428.3
GRAND TOTAL	604,895	5,167.4	16,021.7	461,835	2,301.5	8,744.9	456,578	2,117.7	2,776.5	599,638	4,983.7	10,053.3

Note: Totals for Mail and Cargo may not balance due to rounding.

Ottawa International Airport

Airport Activity Tables

Scheduled International and Mainline Domestic Flights

1968

	Arriving Load			Deplaned			Enplaned			Departing Load		
	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo
		(000 lbs.)			(000 lbs.)			(000 lbs.)			(000 lbs.)	
Domestic:												
1st Quarter	101,242	1,509.8	2,236.0	77,099	608.0	685.6	74,444	652.2	378.9	98,651	1,551.3	1,949.2
2nd "	118,456	1,702.8	2,844.3	84,623	731.3	1,027.4	81,845	745.0	480.0	115,681	1,712.7	2,308.9
3rd "	116,020	1,175.2	2,726.6	80,142	480.9	984.7	78,290	559.8	524.3	114,214	1,252.4	2,268.1
4th "	113,908	2,110.4	2,422.1	86,533	819.2	869.3	85,963	872.1	418.3	113,368	2,161.2	1,945.0
Total Domestic	449,626	6,498.2	10,229.0	328,397	2,639.4	3,567.0	320,542	2,829.1	1,801.5	441,914	6,677.6	8,471.2
International Transborder:												
1st Quarter	3,029	5.4	56.9	2,476	3.3	36.5	2,383	3.6	38.4	2,872	8.4	39.1
2nd "	2,899	4.8	58.2	2,319	2.6	44.3	2,075	3.0	48.6	2,652	9.1	50.4
3rd "	3,093	4.4	50.5	2,334	2.6	41.0	2,031	1.9	55.3	2,744	5.4	62.8
4th "	3,104	9.6	49.7	2,376	5.4	41.3	2,411	2.9	47.0	3,109	9.1	81.5
Sub-Total - Transborder	12,125	24.2	215.3	9,505	13.9	163.1	8,900	11.4	189.3	11,377	32.0	233.8
Other International:												
1st Quarter	-	-	-	-	-	-	-	-	-	-	-	-
2nd "	-	-	-	-	-	-	-	-	-	-	-	-
3rd "	-	-	-	-	-	-	-	-	-	-	-	-
4th "	-	-	-	-	-	-	-	-	-	-	-	-
Sub-Total - Other International	-	-	-	-	-	-	-	-	-	-	-	-
International:												
1st Quarter	3,029	5.4	56.9	2,476	3.3	36.5	2,383	3.6	38.4	2,872	8.4	39.1
2nd "	2,899	4.8	58.2	2,319	2.6	44.3	2,075	3.0	48.6	2,652	9.1	50.4
3rd "	3,093	4.4	50.5	2,334	2.6	41.0	2,031	1.9	55.3	2,744	5.4	62.8
4th "	3,104	9.6	49.7	2,376	5.4	41.3	2,411	2.9	47.0	3,109	9.1	81.5
Total International	12,125	24.2	215.3	9,505	13.9	163.1	8,900	11.4	189.3	11,377	32.0	233.8
Grand Total:												
1st Quarter	104,271	1,515.2	2,292.9	79,575	611.3	722.1	76,827	655.8	417.3	101,523	1,559.7	1,988.2
2nd "	121,355	1,707.6	2,902.5	86,942	733.9	1,071.6	83,920	748.0	528.5	118,333	1,721.8	2,359.3
3rd "	119,113	1,179.7	2,777.1	82,476	483.5	1,025.7	80,321	561.7	579.6	116,958	1,257.8	2,331.0
4th "	117,012	2,119.9	2,471.8	88,909	824.6	910.7	88,374	875.0	465.4	116,477	2,170.3	2,026.5
GRAND TOTAL	461,751	6,522.4	10,444.3	337,902	2,653.4	3,730.1	329,442	2,840.5	1,990.8	453,291	6,709.6	8,705.0

Note: Totals for Mail and Cargo may not balance due to rounding.

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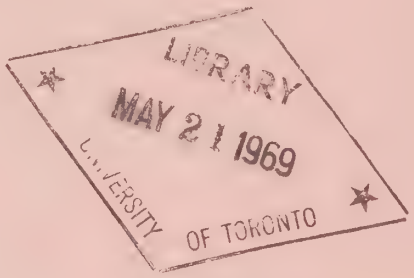
April 196
Prelimina

Aviation Statistics Centre Service Bulletin

ERRATA

Airport Activity
Calgary

The Sub-Total - Other International for Deplaned Cargo should read 51.9 not 519.0.



8705-501

Service Bulletin

AVIATION STATISTICS CENTRE

OTTAWA 4, CANADA

Vol. 1, No. 30
ASC-SB-4-7

April 1969
Preliminary

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Civil Aviation - November 1968
Canadian Commercial Air Carriers Except Group V

Reports from the 120 Canadian air services having more than $100,000 gross annual flying revenues have been compiled and the results shown in tabular form on the opposite side of the page. Columns have been arranged to show the operations and finances of carriers on a comparative basis. Percentage figures show the relative levels of activity between groups and between time periods (month, year and year-to-date).

The six major carriers that dominate unit toll activities account for over 70 per cent of charter passenger-miles and goods ton-miles. Smaller air service operators (Groups III and IV) predominate in bulk and specialty flying. Over 90 per cent of the hours flown and over 70 per cent of the passengers and goods carried on charter services are accounted for by the 29 Group III and 81 Group IV carriers.

Activities in November 1968 were generally lower than in October as is expected in normal seasonal fluctuations. However, figures for goods ton-miles increased as demand for long distance haulage of freight continued to grow.

Compared to November 1967, traffic and revenues increased in all types of service. Gains in passenger traffic were about 10 per cent on unit toll services but on charter flights were over 15 per cent in the number of passengers and over 85 per cent in the number of passenger-miles. The increasing popularity of long distance charter flights on jet aircraft to places in Europe, the Caribbean and the Pacific caused bulk passenger-miles to show this large gain.

Questions or comments concerning information in the table should be directed to Mr. K.J. Marks, Aviation Statistics Centre, ConGill Building, 12th Floor, 275 Slater St., Ottawa 4, Ontario. (Telephone 992-2957).

8705-501

Canadian TRANSPORT Commission

DOMINION BUREAU OF STATISTICS • DEPARTMENT OF TRANSPORT • AIR TRANSPORT COMMITTEE

Civil Aviation - November 1968

Canadian Air Carriers Financial Groups I-IV

	November 1968 Groups I-IV	Groups I & II as a Proportion of Groups I-IV	% Change from October 1968 Groups I-IV	% Change from November 1967 Groups I-IV	January-November 1968 Groups I-IV	% Change from January-November 1967 Groups I-IV
	'000	%	%	%	'000	%
Unit toll traffic						
Hours flown	36	88.6	- 11.9	+ 9.1	445	+ 8.7
Passengers carried	612	97.7	- 13.5	+ 9.7	7,740	+ 2.5
Passengers-miles	481,694	99.5	- 18.4	+ 12.5	6,920,731	+ 7.9
Goods carried (lbs.)	28,104	96.2	+ 0.4	+ 24.5	265,251	+ 19.5
Goods ton-miles	22,582	98.7	+ 11.4	+ 42.3	186,172	+ 33.1
Unit toll revenues $	37,166	98.4	- 14.2	+ 19.2	473,781	+ 11.4
Bulk traffic						
Hours flown	18	8.8	- 53.1	- 2.7	393	+ 4.6
Passengers carried	36	28.5	- 50.4	+ 15.5	821	+ 13.3
Passenger-miles	22,305	72.8	- 48.5	+ 88.4	613,140	+ 60.4
Goods carried (lbs.)	6,356	29.8	- 52.2	+ 46.0	143,528	+ 26.0
Goods ton-miles	1,574	70.7	+ 19.6	+ 105.2	16,788	+ 34.2
Bulk transport revenues $	3,423	32.2	- 41.2	+ 30.6	66,688	+ 21.4
Total operating revenues $	42,154	91.0	- 17.7	+ 19.3	562,550	+ 11.9
Total operating expenses $	46,934	88.2	- 5.9	+ 11.0	530,768	+ 12.9
Net income after taxes $	Dr. 4,978	61.9	more than 100% decrease	+ 7.2	9,136	- 40.2

Service Bulletin

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April 1969
Preliminary

Aircraft Movements Statistics
Airports with D.O.T. Air Traffic Control Towers

During March 1969, aircraft activity at airports with Department of Transport control towers, amounted to 378,709 movements, 33,829 more than during the same month the year before. Local flights accounted for 214,572 movements, 16,124 more than in March 1968. Itinerant movements rose to 151,079, an increase of 16,709 movements when compared to March 1968. Simulated approaches were 996 higher with 13,058.

A preliminary summary of data from detailed information supplied by the towers is given on page 2. Because the statistics shown are from a tabulation at a relatively early stage in the production of detailed tables, some slight modifications may be made at a later date. Corrections should not show significant differences.

Inquiries related to the subject-matter presented should be directed to Mr. Jan Bekooy, Aviation Statistics Centre, ConGill Building, 12th Floor, 275 Slater St., Ottawa 4. (Telephone 992-2957)

8705-501

Canadian TRANSPORT Commission

MINION BUREAU OF STATISTICS • DEPARTMENT OF TRANSPORT • AIR TRANSPORT COMMITTEE

Airports with Department of Transport Towers
Total Aircraft Movements by Class of Operation, March 1969

Airports	Rank	Total	Rank	Itinerant (including scheduled)	Rank	Local	Rank	Simulated approaches
Abbotsford		11,9141		4,257		6,751	5	906
Baie Comeau		736		653		74		9
Brandon		5,620		1,803		3,788		29
Buttonville	10	15,660		1,483	3	14,170		7
Calgary	4	20,629	8	5,496	4	14,157	4	976
Cartierville	3	21,923	9	5,118	1	16,805		-
Edmonton Industrial	2	22,224	5	8,047	5	13,938		239
Edmonton International		4,635		1,909		1,913	8	813
Fort St. John		2,115		1,299		798		18
Fredericton		2,802		1,455		1,302		45
Gander International		4,212		1,612		2,564		36
Halifax International		6,781		3,836		2,222	9	723
Kamloops		4,596		2,206		2,339		51
Lakehead		6,100		2,183		3,798		119
Lethbridge		5,249		1,645		3,566		38
London		10,043		4,278		5,495		270
Moncton		6,930		2,513		4,107		310
Montreal International	1	23,345	2	12,292	8	9,278	1	1,775
North Bay		3,935		1,551		1,958		426
Ottawa International	8	16,675	6	7,818	10	7,839	3	1,018
Pitt Meadows	9	15,998	7	5,766	7	10,232		-
Port Hardy		1,809		1,289		511		9
Prince George		3,821		1,617		2,191		13
Quebec		10,945		4,040		6,764		141
Regina		9,411		2,996		6,184		231
St. Hubert	6	20,064	10	5,023	2	14,632		409
St. Andrews		8,761		1,767		6,994		-
Saint John		4,179		1,903		2,162		114
St. John's		829		650		160		19
Saskatoon		9,397		3,333		5,772		292
Sept-Iles		2,329		1,640		669		20
Sydney		642		578		64		-
Toronto International	7	17,678	1	13,302		2,751	2	1,625
Toronto Island		15,386		4,740	6	10,646		-
Vancouver International		15,556	3	12,061		2,597	6	898
Victoria International		11,620		4,988		6,394	10	438
Wabush		799		582		216		1
Whitehorse		4,970		1,152		3,792		26
Windsor		8,095		2,144		5,809		142
Winnipeg International	5	20,296	4	10,254	9	9,170	7	872
Total March 1969		378,709		151,079		214,572		13,058
Total March 1968		344,880		134,370		198,448		12,062

Service Bulletin

AVIATION STATISTICS CENTRE

OTTAWA 4, CANADA

Vol. 1, No. 32
ASC-SB-2-8

May 1969
Preliminary

Airport Activity

The following pages continue the series of Airport Activity tables from Bulletin ASC-SB-2-7.

Unusual factors which affected the figures in these tables, such as strikes, and additions and cessations of services, will be listed by airport in our new publication "Airport Activity Statistics" which should be ready for distribution by late summer.

Inquiries relating to the data may be directed to Mr. G.C. Coleman, Aviation Statistics Centre, ConGill Building, 12th Floor, 275 Slater St., Ottawa 4. (Telephone 992-2332)

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Canadian TRANSPORT Commission

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Explanatory Notes - Airport Activity Tables

1. The data refers to regularly scheduled international and mainline domestic flights. Data concerning charter flights have not been included in the tables.

2. The data concerning international flights were collected on a census basis. Data concerning domestic flights were collected on a mixed 15 per cent sample and census basis. The sample is such that each day of the week is sampled twice each quarter, and there is at least one sample day in each week.

3. Cargo has been considered as express and freight.

4. The tables will not balance horizontally within the traffic categories which are "Domestic", "Transborder", and "Other International". This is because the intransit load may arrive at a station under one category, and depart under another. The traffic categories are derived by allocating the traffic according to the last stop made before arrival and the next stop planned after departure. For example, consider a flight from Calgary to London, England via Winnipeg. The arrival at Winnipeg, from Calgary would be classed as a "Domestic" arrival, and the departure from Winnipeg to London, England would be considered an "Other International" departure.

5. At airports where flight numbers changed, all traffic on board was reported deplaned as well as arrived.

6. All flights to and from Alaska have been considered under the category "International, Transborder". Beginning with 1968 data, flights to and from Hawaii have been included under the traffic category "International, Transborder".

Halifax International Airport

Airport Activity Tables

Scheduled International and Mainline Domestic Flights

1968

	Arriving Load			Deplaned			Enplaned			Departing Load		
	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo
		(000 lbs.)			(000 lbs.)			(000 lbs.)			(000 lbs.)	
Domestic:												
1st Quarter	64,735	609.5	2,758.7	53,698	324.1	936.3	50,011	222.5	484.9	60,592	496.9	2,314.4
2nd "	72,791	649.3	3,124.7	56,023	368.1	1,156.6	59,980	221.6	473.3	76,677	501.7	2,454.2
3rd "	105,017	427.6	3,589.6	75,289	268.6	1,923.0	75,329	174.4	1,217.7	107,427	332.3	2,896.1
4th "	72,618	860.8	2,894.3	55,797	568.9	1,741.9	58,606	330.7	1,566.0	75,410	619.3	2,744.5
Total Domestic	315,161	2,547.2	12,367.3	240,807	1,529.7	5,757.8	243,926	949.2	3,741.9	320,106	1,950.2	10,409.2
International Transborder:												
1st Quarter	3,415	3.3	56.0	3,415	3.3	56.0	2,933	0.4	5.1	3,616	2.3	5.2
2nd "	6,077	3.9	97.5	5,558	3.6	90.9	4,147	3.5	14.1	4,578	4.3	14.2
3rd "	11,706	3.4	113.2	9,089	2.8	103.9	9,494	3.5	39.6	9,539	3.5	39.6
4th "	4,870	3.9	93.7	4,504	3.2	91.1	4,593	14.8	13.9	4,795	14.8	13.9
Sub-Total - Transborder	26,068	14.5	360.4	22,566	12.9	341.9	21,167	22.2	72.7	22,528	24.9	72.8
Other International:												
1st Quarter	2,092	2.4	42.0	1,505	0.7	13.6	1,461	10.8	10.8	1,821	21.6	31.9
2nd "	2,672	1.5	45.6	2,398	1.3	16.5	2,298	11.8	20.6	2,731	12.7	43.3
3rd "	3,247	0.7	62.2	3,077	0.7	36.9	2,613	8.6	12.2	2,985	10.3	34.9
4th "	1,638	0.3	78.3	1,331	0.2	17.7	1,695	32.7	28.2	2,183	36.8	65.3
Sub-Total - Other International	9,649	4.9	228.1	8,311	2.9	84.7	8,067	63.8	71.8	9,720	81.4	175.5
International:												
1st Quarter	5,507	5.7	98.0	4,920	4.0	69.6	4,394	11.2	15.9	5,437	23.9	37.1
2nd "	8,749	5.4	143.1	7,956	4.9	107.4	6,445	15.3	34.7	7,309	17.0	57.5
3rd "	14,953	4.1	175.4	12,166	3.5	140.8	12,107	12.1	51.8	12,524	13.8	74.5
4th "	6,508	4.2	172.0	5,835	3.4	108.8	6,288	47.5	42.1	6,978	51.6	79.2
Total International	35,717	19.4	588.5	30,877	15.8	426.6	29,234	86.0	144.5	32,248	106.3	248.3
Grand Total:												
1st Quarter	70,242	615.2	2,856.7	58,618	328.1	1,005.9	54,405	233.7	500.8	66,029	520.8	2,351.5
2nd "	81,540	654.7	3,267.8	63,979	373.0	1,264.0	66,425	236.9	508.0	83,986	518.7	2,511.7
3rd "	119,970	431.7	3,765.0	87,455	272.1	2,063.8	87,436	186.5	1,269.5	119,951	346.1	2,970.6
4th "	79,126	865.0	3,066.3	61,632	572.3	1,850.7	64,894	378.2	1,608.0	82,388	670.8	2,823.7
GRAND TOTAL	350,878	2,566.6	12,955.8	271,684	1,545.5	6,184.4	273,160	1,035.3	3,886.3	352,354	2,056.4	10,657.5

Edmonton International Airport

Airport Activity Tables

Scheduled International and Mainline Domestic Flights

1968

	Arriving Load			Deplaned			Enplaned			Departing Load		
	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo
		(000 lbs.)			(000 lbs.)			(000 lbs.)			(000 lbs.)	
Domestic:												
1st Quarter	68,517	1,158.5	4,157.5	56,340	583.3	1,810.7	54,379	440.4	460.2	67,385	1,011.5	2,812.7
2nd "	77,915	1,326.7	5,055.8	60,200	665.6	2,447.4	61,103	454.5	531.5	78,374	1,110.5	3,127.5
3rd "	110,734	1,048.3	5,450.8	83,438	583.7	2,916.9	75,378	439.9	781.7	104,011	903.9	3,228.9
4th "	78,350	1,880.4	6,469.7	57,942	889.7	3,645.3	62,574	732.8	838.0	83,012	1,718.9	3,579.9
Total Domestic	335,516	5,413.9	21,133.8	257,920	2,722.3	10,820.3	253,434	2,067.6	2,611.4	332,782	4,744.8	12,749.0
International Transborder:												
1st Quarter	-	-	-	-	-	-	-	-	-	-	-	-
2nd "	-	-	-	-	-	-	-	-	-	-	-	-
3rd "	-	-	-	-	-	-	-	-	-	-	-	-
4th "	-	-	-	-	-	-	-	-	-	-	-	-
Sub-Total - Transborder	-	-	-	-	-	-	-	-	-	-	-	-
Other International:												
1st Quarter	2,572	1.7	65.6	739	0.1	7.0	513	1.1	3.1	1,517	6.8	56.1
2nd "	4,108	2.7	71.9	1,475	0.4	21.1	1,682	2.2	9.9	4,759	9.5	73.1
3rd "	7,775	8.8	59.7	2,474	0.4	11.4	2,345	2.8	9.5	6,309	11.7	144.6
4th "	2,596	7.2	70.0	748	1.0	11.1	839	2.2	13.1	2,657	13.1	154.2
Sub-Total - Other International	17,051	20.4	267.2	3,436	1.9	50.6	5,379	8.3	35.6	15,242	41.1	428.0
International:												
1st Quarter	2,572	1.7	65.6	739	0.1	7.0	513	1.1	3.1	1,517	6.8	56.1
2nd "	4,108	2.7	71.9	1,475	0.4	21.1	1,682	2.2	9.9	4,759	9.6	73.1
3rd "	7,775	8.8	59.7	2,474	0.4	11.4	2,345	2.8	9.5	6,309	11.7	144.6
4th "	2,596	7.2	70.0	748	1.0	11.1	839	2.2	13.1	2,657	13.1	154.2
Total International	17,051	20.4	267.2	5,436	1.9	50.6	5,379	8.3	35.6	15,242	41.1	428.0
Grand Total:												
1st Quarter	71,089	1,160.2	4,223.1	57,079	583.4	1,817.7	54,892	441.5	463.3	68,902	1,018.3	2,868.8
2nd "	82,023	1,329.4	5,127.7	61,675	666.0	2,468.5	62,785	456.7	541.4	83,133	1,120.0	3,200.6
3rd "	118,509	1,057.1	5,510.5	85,912	584.1	2,928.3	77,723	442.7	791.2	110,320	915.6	3,373.5
4th "	80,946	1,887.6	6,539.7	58,690	890.7	3,656.4	63,413	735.0	851.1	85,669	1,732.0	3,734.1
GRAND TOTAL	352,567	5,434.3	21,401.0	263,356	2,724.2	10,870.9	258,813	2,075.9	2,647.0	348,024	4,785.9	13,177.0

Quebec, P.Q.

Airport Activity Tables

Scheduled and Regular Domestic Services

1968

	Arriving Load			Deplaned			Enplaned			Departing Load		
	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo
		(000 lbs.)			(000 lbs.)			(000 lbs.)			(000 lbs.)	
Quebec, P.Q.												
1st Quarter	42,779	252.8	730.6	27,121	158.2	419.6	28,915	166.8	185.6	44,573	261.4	496.6
2nd "	49,158	274.1	808.5	29,046	164.1	376.7	29,298	186.6	188.2	49,410	296.6	620.0
3rd "	54,699	200.3	1,201.8	30,992	112.3	639.5	31,247	135.4	221.2	54,954	223.3	783.5
4th "	42,950	364.0	1,030.5	26,732	184.7	688.5	26,915	224.2	296.3	43,133	403.5	638.3
Total	189,586	1,091.2	3,771.4	113,891	619.3	2,124.3	116,375	713.0	891.3	192,070	1,184.8	2,538.4

Service Bulletin

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Canadian TRANSPORT Commission

DOMINION BUREAU OF STATISTICS • DEPARTMENT OF TRANSPORT • AIR TRANSPORT COMMITTEE

Service Bulletin

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Civil Aviation - December 1968

Canadian Commercial Air Carriers Except Group V

Monthly reports for December 1968 received from the 119 Canadian air services showing more than $100,000 gross annual flying revenues have been compiled and selected items are shown on the opposite side of the page. The table has been arranged to give details concerning the operations, revenues and expenses of carriers on a comparative basis. Comparisons have been made between groups of carriers and between time periods.

It can be seen that the six major airlines which make up Group I and Group II dominate unit toll activities. Their share is over 95 per cent of the unit toll activity reported by all carriers.

The operations of smaller carriers assume some magnitude however, in the field of charter flying.

Reports from companies in financial groups III and IV show that they account for over 70 per cent of the passengers, goods and revenues earned in charter flying. The increasing use of large capacity jet aircraft by the major airlines for international charters to Europe, Hawaii and the Caribbean has meant that in terms of charter passenger-miles and charter goods ton-miles it is the Group I and II carriers which predominate.

December financial figures should be used with caution. In some cases companies have included in their monthly figures adjustments resulting from changes in accounting methods or payments related to the National Transportation Act. These adjustments apply to operations during the entire twelve months rather than just to the month.

Questions or comments concerning information in the table should be directed to Mr. K.J. Marks, Aviation Statistics Centre, Congill Building, 12th Floor, 275 Slater St., Ottawa 4, Ontario. (Telephone 992-2957).

8705-501

Canadian TRANSPORT Commission

MINION BUREAU OF STATISTICS • DEPARTMENT OF TRANSPORT • AIR TRANSPORT COMMITTEE

Civil Aviation - December 1968

Canadian Air Carriers - Financial Groups I-IV

	December 1968 Groups I-IV	Groups I & II as a proportion of Groups I-IV	% Change from November 1968 Groups I-IV	% Change from December 1967 Groups I-IV	January-December 1968 Groups I-IV	% Change from January-December 1967 Groups I-IV
	'000	%	%	%	'000	%
Unit toll traffic						
Hours flown	39	88.2	+ 9.4	+ 7.5	485	+ 8.3
Passengers carried	684	97.8	+ 11.8	+ 13.3	8,424	+ 3.3
Passenger-miles	604,550	99.5	+ 25.5	+ 15.5	7,525,282	+ 8.5
Goods carried ..... (lbs.)	29,852	95.0	+ 6.2	+ 23.6	295,103	+ 19.8
Goods ton-miles	21,665	98.5	- 4.1	+ 28.0	207,837	+ 32.6
Unit toll revenues ..... $	46,146	98.4	+ 24.2	+ 23.2	519,927	+ 12.4
Bulk traffic						
Hours flown	18	8.5	- 0.5	+ 21.5	411	+ 3.4
Passengers carried	40	24.2	+ 11.9	+ 45.7	861	+ 8.9
Passenger-miles	32,804	58.5	+ 47.1	more than 100% increase	645,944	+ 64.7
Goods carried ..... (lbs.)	6,585	19.5	+ 3.6	+ 7.8	150,114	+ 24.5
Goods ton-miles	1,278	60.8	- 18.9	+ 56.4	18,065	+ 35.5
Bulk transport revenues .... $	3,416	28.0	- 0.2	+ 59.7	70,104	+ 21.8
Total operating revenues ... $	51,534	92.3	+ 22.3	+ 29.0	614,084	+ 13.0
Total operating expenses ... $	44,919	85.5	- 4.3	+ 2.6	575,687	+ 11.6

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Aircraft Movement Statistics
Airports with DOT Air Traffic Control Towers

During April 1969, aircraft activity at airports with Department of Transport control towers amounted to 373,819 movements, 176 less than during the same month the year before. Itinerant movements totalled 150,832 or 4,371 more than in April 1968. Local flights accounted for 210,540 movements, which is 3,581 less than in April 1968. Simulated approaches were 966 lower with 12,447.

It should be noted that Air Canada, because of strike action, ceased all flying operations as of midnight April 20, affecting the number and type of itinerant movements performed.

A preliminary summary of data from detailed information supplied by the towers is given on page 2. Because the statistics shown are from a tabulation at a relatively early stage in the production of detailed tables, some slight modifications may be made at a later date. Corrections should not show significant differences.

Inquiries related to the subject-matter presented should be directed to Mr. Jan Bekooy, Aviation Statistics Centre, Congill Building, 12th Floor, 275 Slater St., Ottawa 4. (Telephone 992-2957)

8705-501

Canadian TRANSPORT
Commission

DOMINION BUREAU OF STATISTICS • DEPARTMENT OF TRANSPORT • AIR TRANSPORT COMMITTEE

Airports with Department of Transport Towers
Total Aircraft Movements by Class of Operation, April 1969

Airports	Rank	Total	Rank	Itinerant (including scheduled)	Rank	Local	Rank	Simulated approaches
Abbotsford		8,511		3,536		4,497	10	478
Baie Comeau		1,755		834		914		7
Brandon		4,604		1,730		2,831		43
Buttonville	4	20,089		1,615	1	18,317		157
Calgary International	5	19,755	7	5,619	3	13,460	7	676
Cartierville	6	19,421	10	5,078	2	14,343		-
Edmonton Industrial	1	21,301	6	8,226	4	12,886		189
Edmonton International		6,125		1,907		2,943	3	1,275
Fort St. John		2,822		1,324		1,496		2
Fredericton		3,907		1,798		2,040		69
Gander International		5,711		1,982		3,611		118
Halifax International		5,607		3,167		1,981		459
Kamloops		5,452		2,276		3,099		77
Lakehead		3,707		1,921		1,748		38
Lethbridge		4,872		1,844		3,020		8
London		10,410		3,455		6,738		217
Moncton		7,374		2,394		4,498	9	482
Montreal International	3	20,228	3	11,282		7,417	2	1,529
North Bay		3,613		1,542		1,795		276
Ottawa International	10	17,792	5	8,673	9	8,267	5	852
Pitt Meadows		14,663		4,969	7	9,694		-
Port Hardy		1,381		1,143		234		4
Prince George		3,476		1,748		1,710		18
Quebec		12,143		4,609	10	7,326		208
Regina		8,202		3,553		4,302		347
St. Hubert	8	18,231	9	5,144	5	12,746		341
St. Andrews		8,229		1,709		6,520		-
Saint John		4,325		1,740		2,474		111
St. John's		1,057		754		261		42
Saskatoon		10,533		3,403		6,602	8	528
Sept-Iles		2,605		1,990		560		55
Sydney		724		578		110		36
Toronto International	7	18,480	1	12,774		4,087	1	1,619
Toronto Island	9	17,942	8	5,279	6	12,663		-
Vancouver International		14,786	2	11,556		2,549	6	681
Victoria International		10,036		4,412		5,413		211
Wabush		561		526		32		3
Whitehorse		6,066		1,713		4,333		20
Windsor		6,611		2,038		4,350		223
Winnipeg International	2	20,712	4	10,991	8	8,673	4	1,048
Total April 1969		373,819		150,832		210,540		12,447
Total April 1968		373,995		146,461		214,121		13,413

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Airport Activity

The Airport Activity series is continued in this bulletin from bulletin ASC-SB-2-8.

Inquiries relating to the data may be directed to Mr. G.C. Coleman, Aviation Statistics Centre, Congill Building, 12th Floor, 275 Slater St., Ottawa 4. (Telephone 613-992-2332).

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Explanatory Notes - Airport Activity Tables

1. The data refers to regularly scheduled international and mainline domestic flights. Data concerning charter flights have not been included in the tables.

2. The data concerning international flights were collected on a census basis. Data concerning domestic flights were collected on a mixed 15 per cent sample and census basis. The sample is such that each day of the week is sampled twice each quarter, and there is at least one sample day in each week.

3. Cargo has been considered as express and freight.

4. The tables will not balance horizontally within the traffic categories which are "Domestic", "Transborder", and "Other International". This is because the intransit load may arrive at a station under one category, and depart under another. The traffic categories are derived by allocating the traffic according to the last stop made before arrival and the next stop planned after departure. For example, consider a flight from Calgary to London, England via Winnipeg. The arrival at Winnipeg, from Calgary would be classed as a "Domestic" arrival, and the departure from Winnipeg to London, England would be considered an "Other International" departure.

5. At airports where flight numbers changed, all traffic on board was reported deplaned as well as arrived.

6. All flights to and from Alaska have been considered under the category "International, Transborder". Beginning with 1968 data, flights to and from Hawaii have been included under the traffic category "International, Transborder".

Victoria International Airport

Airport Activity Tables

Scheduled International and Mainline Domestic Flights

1968

	Arriving Load			Deplaned			Enplaned			Departing Load		
	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo
		(000 lbs.)			(000 lbs.)			(000 lbs.)			(000 lbs.)	
Domestic:												
1st Quarter	26,859	160.3	243.8	25,820	160.1	219.7	24,364	95.1	173.7	25,457	121.0	292.3
2nd "	23,873	127.3	140.4	22,259	126.9	121.5	22,053	97.1	321.3	24,546	125.7	457.0
3rd "	27,070	77.3	185.2	23,996	77.3	163.0	24,122	67.0	117.4	27,692	83.0	235.6
4th "	20,246	113.7	238.2	18,654	113.6	212.6	18,540	128.1	85.6	20,256	155.0	195.4
Total Domestic	98,048	478.6	807.6	90,729	477.9	716.8	89,079	387.3	698.0	97,951	484.7	1,180.3
International Transborder:												
1st Quarter	6,295	29.2	140.9	5,204	3.5	22.2	4,899	5.5	2.7	5,936	5.5	26.8
2nd "	9,058	33.1	187.0	6,515	4.4	51.4	6,306	6.6	5.7	7,970	7.0	24.5
3rd "	11,152	20.0	162.2	7,582	4.1	44.0	8,780	6.2	8.1	11,814	6.2	30.4
4th "	6,046	32.0	137.4	4,330	5.2	27.6	4,879	7.0	5.3	6,471	7.1	31.0
Sub-Total - Transborder	32,551	114.3	627.5	23,631	17.2	145.2	24,864	25.3	21.8	32,191	25.8	112.7
Other International:												
1st Quarter	-	-	-	-	-	-	-	-	-	-	-	-
2nd "	-	-	-	-	-	-	-	-	-	-	-	-
3rd "	-	-	-	-	-	-	-	-	-	-	-	-
4th "	-	-	-	-	-	-	-	-	-	-	-	-
Sub-Total - Other International	-	-	-	-	-	-	-	-	-	-	-	-
International:												
1st Quarter	6,295	29.2	140.9	5,204	3.5	22.2	4,899	5.5	2.7	5,936	5.5	26.8
2nd "	9,058	33.1	187.0	6,515	4.4	51.4	6,306	6.6	5.7	7,970	7.0	24.5
3rd "	11,152	20.0	162.2	7,582	4.1	44.0	8,780	6.2	8.1	11,814	6.2	30.4
4th "	6,046	32.0	137.4	4,330	5.2	27.6	4,879	7.0	5.3	6,471	7.1	31.0
Total International	32,551	114.3	627.5	23,631	17.2	145.2	24,864	25.3	21.8	32,191	25.8	112.7
Grand Total:												
1st Quarter	33,154	189.5	384.7	31,024	163.6	241.9	29,263	100.6	176.4	31,393	126.5	319.1
2nd "	32,931	160.4	327.4	28,774	131.3	172.9	28,359	103.7	327.0	32,516	132.7	481.5
3rd "	38,182	97.3	347.4	31,578	81.4	207.0	32,902	73.2	125.5	39,506	89.2	266.0
4th "	26,292	145.7	375.6	22,984	118.8	240.2	23,419	135.1	90.9	26,727	162.1	226.4
GRAND TOTAL	130,559	592.9	1,435.1	114,360	495.1	862.0	113,943	412.6	719.8	130,142	510.5	1,293.0

Windsor Airport

Airport Activity Tables

Scheduled International and Mainline Domestic Flights

1968

	Arriving Load			Deplaned			Enplaned			Departing Load		
	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo
		(000 lbs.)			(000 lbs.)			(000 lbs.)			(000 lbs.)	
Domestic:												
1st Quarter	17,826	56.0	232.6	16,825	53.9	206.7	17,510	75.9	818.4	18,595	78.8	836.8
2nd "	21,217	76.7	370.2	20,396	68.8	239.3	20,460	75.4	779.8	21,491	81.0	889.5
3rd "	23,484	57.3	395.6	22,027	50.8	334.8	21,884	52.3	697.2	23,573	53.2	737.3
4th "	22,741	115.7	350.4	21,836	106.9	284.4	20,061	110.5	728.4	20,724	111.8	764.3
Total Domestic	85,268	305.7	1,348.8	81,084	280.4	1,065.2	79,915	314.1	3,023.8	84,383	324.8	3,227.9
International Transborder:												
1st Quarter	-	-	-	-	-	-	-	-	-	-	-	-
2nd "	-	-	-	-	-	-	-	-	-	-	-	-
3rd "	-	-	-	-	-	-	-	-	-	-	-	-
4th "	-	-	-	-	-	-	-	-	-	-	-	-
Sub-Total - Transborder	-	-	-	-	-	-	-	-	-	-	-	-
Other International:												
1st Quarter	506	1.7	10.6	50	0.1	0.0	79	-	4.4	451	0.9	22.5
2nd "	580	3.5	32.8	87	0.2	1.3	145	-	25.8	428	5.6	78.5
3rd "	690	1.0	43.5	89	0.2	5.7	311	-	25.1	680	6.4	83.6
4th "	476	1.2	39.9	129	-	4.0	162	-	40.4	751	8.6	106.4
Sub-Total - Other International	2,252	7.4	126.8	355	0.5	11.0	697	-	95.7	2,310	21.5	291.0
International:												
1st Quarter	506	1.7	10.6	50	0.1	0.0	79	-	4.4	451	0.9	22.5
2nd "	580	3.5	32.8	87	0.2	1.3	145	-	25.8	428	5.6	78.5
3rd "	690	1.0	43.5	89	0.2	5.7	311	-	25.1	680	6.4	83.6
4th "	476	1.2	39.9	129	-	4.0	162	-	40.4	751	8.6	106.4
Total International	2,252	7.4	126.8	355	0.5	11.0	697	-	95.7	2,310	21.5	291.0
Grand Total:												
1st Quarter	18,332	57.7	243.2	16,875	54.0	206.7	17,589	75.9	822.8	19,046	79.7	859.3
2nd "	21,797	80.2	403.0	20,483	69.0	240.6	20,605	75.4	805.6	21,919	86.6	968.0
3rd "	24,174	58.3	439.1	22,116	50.9	340.5	22,195	52.3	722.3	24,253	59.6	820.9
4th "	23,217	116.9	390.3	21,965	106.9	288.4	20,223	110.5	768.8	21,475	120.4	870.7
GRAND TOTAL	87,520	313.1	1,475.6	81,439	280.9	1,076.2	80,612	314.1	3,119.5	86,693	346.3	3,518.9

Lakehead Airport

Airport Activity Tables

Scheduled International and Mainline Domestic Flights

1968

	Arriving Load			Deplaned			Enplaned			Departing Load		
	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo
		(000 lbs.)			(000 lbs.)			(000 lbs.)			(000 lbs.)	
Domestic:												
1st Quarter	16,542	140.9	884.9	14,482	96.8	334.6	16,173	65.4	91.9	18,233	109.5	642.3
2nd "	18,423	132.3	816.5	16,801	107.9	334.0	18,062	67.0	107.8	19,684	91.5	590.3
3rd "	20,204	99.6	808.4	17,990	85.7	371.0	19,715	48.0	133.5	21,929	61.9	570.8
4th "	24,335	192.6	789.5	21,383	142.9	397.2	18,497	91.5	142.8	21,449	141.2	535.0
Total Domestic	79,504	565.4	3,299.3	70,656	433.3	1,436.8	72,447	271.9	476.0	81,295	404.1	2,338.4
International Transborder:												
1st Quarter	751	0.7	34.1	751	0.7	34.1	917	0.5	7.8	917	0.5	7.8
2nd "	886	0.7	32.6	886	0.7	32.6	941	0.6	5.4	941	0.6	5.4
3rd "	921	0.4	29.5	921	0.4	29.5	1,115	0.5	7.4	1,115	0.5	7.4
4th "	781	1.0	30.2	781	1.0	30.2	919	0.8	9.5	919	0.8	9.5
Sub-Total - Transborder	3,339	2.8	126.4	3,339	2.8	126.4	3,892	2.4	30.1	3,892	2.4	30.1
Other International:												
1st Quarter	-	-	-	-	-	-	-	-	-	-	-	-
2nd "	-	-	-	-	-	-	-	-	-	-	-	-
3rd "	-	-	-	-	-	-	-	-	-	-	-	-
4th "	-	-	-	-	-	-	-	-	-	-	-	-
Sub-Total - Other International	-	-	-	-	-	-	-	-	-	-	-	-
International:												
1st Quarter	751	0.7	34.1	751	0.7	34.1	917	0.5	7.8	917	0.5	7.8
2nd "	886	0.7	32.6	886	0.7	32.6	941	0.6	5.4	941	0.6	5.4
3rd "	921	0.4	29.5	921	0.4	29.5	1,115	0.5	7.4	1,115	0.5	7.4
4th "	781	1.0	30.2	781	1.0	30.2	919	0.8	9.5	919	0.8	9.5
Total International	3,339	2.8	126.4	3,339	2.8	126.4	3,892	2.4	30.1	3,892	2.4	30.1
Grand Total:												
1st Quarter	17,293	141.6	919.0	15,233	97.5	368.7	17,090	65.9	99.7	19,150	110.0	650.1
2nd "	19,309	133.0	849.1	17,687	108.6	366.6	19,003	67.6	113.2	20,625	92.1	595.7
3rd "	21,125	100.0	837.9	18,911	86.1	400.5	20,830	48.5	140.9	23,044	62.4	578.2
4th "	25,116	193.6	819.7	22,164	143.9	427.4	19,416	92.3	152.3	22,368	142.0	544.5
GRAND TOTAL	82,843	568.2	3,425.7	73,995	436.1	1,563.2	76,339	274.3	506.1	85,187	406.5	2,368.5

Airport Activity Tables

Scheduled and Regular Domestic Services

1968

	Arriving Load			Deplaned			Enplaned			Departing Load		
	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo
		(000 lbs.)			(000 lbs.)			(000 lbs.)			(000 lbs.)	
Edmonton Industrial Airport												
1st Quarter	27,221	106.6	181.6	27,221	106.6	181.6	30,367	379.7	1,055.2	30,367	379.7	1,055.2
2nd "	30,686	92.4	195.3	30,686	92.4	195.3	30,915	403.3	1,579.9	30,915	403.3	1,579.9
3rd "	32,168	57.1	169.5	32,168	57.1	169.5	31,712	313.2	1,314.9	31,712	313.2	1,314.9
4th "	31,829	113.0	210.6	31,829	113.0	210.6	31,803	492.8	1,351.1	31,803	492.8	1,351.1
Total	121,904	369.1	757.0	121,904	369.1	757.0	124,797	1,589.0	5,301.1	124,797	1,589.0	5,301.1
Regina Airport												
1st Quarter	34,736	391.8	950.0	26,247	199.9	529.4	26,866	177.6	185.0	35,355	369.5	605.6
2nd "	37,972	392.4	1,555.6	29,480	296.5	844.5	29,140	185.5	214.5	37,632	281.4	925.6
3rd "	38,958	254.4	1,350.5	29,540	196.2	931.4	30,940	132.5	234.1	40,358	190.7	653.3
4th "	42,768	548.0	1,297.3	30,019	333.2	786.7	30,230	228.2	249.0	42,979	443.1	759.6
Total	154,434	1,586.6	5,153.4	115,286	1,025.8	3,092.0	117,176	723.8	882.6	156,234	1,284.7	2,944.1
St. John's Airport Nfld.												
1st Quarter	17,950	219.8	1,159.7	17,950	219.8	1,159.7	19,531	279.6	397.7	19,531	279.6	397.7
2nd "	25,032	251.2	1,235.2	25,032	251.2	1,235.2	23,197	298.2	447.1	23,197	298.2	447.1
3rd "	32,485	154.8	1,332.4	32,485	154.8	1,332.4	33,909	214.5	455.9	33,909	214.5	455.9
4th "	18,687	277.6	1,207.5	18,687	277.6	1,207.5	21,219	361.0	496.3	21,219	361.0	496.3
Total	94,154	903.4	4,934.8	94,154	903.4	4,934.8	97,856	1,153.3	1,797.0	97,856	1,153.3	1,797.0
Moncton Airport												
1st Quarter	39,030	741.1	1,691.7	20,798	269.7	643.4	19,374	447.4	1,515.3	37,606	918.8	2,563.6
2nd "	45,395	743.0	2,077.0	22,774	350.1	1,034.2	22,224	457.9	1,488.4	44,845	850.8	2,531.2
3rd "	54,446	526.7	2,264.3	29,076	325.4	1,251.2	30,676	321.7	1,725.9	56,046	523.0	2,739.0
4th "	38,029	773.3	2,162.1	21,586	436.8	1,435.2	19,277	546.8	1,539.1	35,720	883.3	2,266.0
Total	176,900	2,784.1	8,195.1	94,234	1,382.0	4,364.0	91,551	1,773.8	6,268.7	174,217	3,175.9	10,099.8
Saskatoon Airport												
1st Quarter	32,629	286.8	562.6	22,701	188.4	406.2	21,799	142.3	60.6	31,727	240.7	217.1
2nd "	31,009	289.1	1,172.5	20,087	196.7	576.7	22,357	138.2	75.3	33,279	230.6	671.2
3rd "	34,212	200.7	927.2	22,260	149.7	592.2	23,961	92.9	79.0	35,913	143.9	414.0
4th "	35,405	378.3	975.6	22,717	245.8	498.3	24,001	152.8	65.4	36,689	285.4	542.6
Total	133,255	1,154.9	3,637.9	87,765	780.6	2,073.4	92,118	526.2	280.3	137,608	900.6	1,844.9

Service Bulletin

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Preliminary

Airport Activity

Further Airport Activity Tables are contained herein.

Inquiries relating to the data may be directed to Mr. G.C. Coleman, Aviation Statistics Centre, Congill Building, 12th Floor, 275 Slater St., Ottawa 4. (Telephone 613-992-2332)

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Commission

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Explanatory Notes - Airport Activity Tables

1. The data refers to regularly scheduled international and mainline domestic flights. Data concerning charter flights have not been included in the tables.

2. The data concerning international flights were collected on a census basis. Data concerning domestic flights were collected on a mixed 15 per cent sample and census basis. The sample is such that each day of the week is sampled twice each quarter, and there is at least one sample day in each week.

3. Cargo has been considered as express and freight.

4. The tables will not balance horizontally within the traffic categories which are "Domestic", "Transborder", and "Other International". This is because the intransit load may arrive at a station under one category, and depart under another. The traffic categories are derived by allocating the traffic according to the last stop made before arrival and the next stop planned after departure. For example, consider a flight from Calgary to London, England via Winnipeg. The arrival at Winnipeg, from Calgary would be classed as a "Domestic" arrival, and the departure from Winnipeg to London, England would be considered an "Other International" departure.

5. At airports where flight numbers changed, all traffic on board was reported deplaned as well as arrived.

6. All flights to and from Alaska have been considered under the category "International, Transborder". Beginning with 1968 data, flights to and from Hawaii have been included under the traffic category "International, Transborder".

Saint John Airport

Airport Activity Tables

Scheduled International and Mainline Domestic Flights

1968

	Arriving Load			Deplaned			Enplaned			Departing Load		
	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo
		(000 lbs.)			(000 lbs.)			(000 lbs.)			(000 lbs.)	
Domestic:												
1st Quarter	27,455	193.3	710.3	13,512	73.2	265.6	13,081	60.7	167.2	27,535	176.6	633.9
2nd "	35,060	221.6	928.9	16,387	65.8	222.5	15,859	53.9	153.9	34,136	209.1	895.2
3rd "	39,556	139.2	801.7	16,309	51.2	300.5	17,527	58.9	195.1	39,214	147.3	711.5
4th "	36,298	217.3	818.0	15,842	81.5	284.5	14,539	68.3	279.2	34,141	203.6	823.9
Total Domestic	138,369	771.4	3,258.9	62,050	271.7	1,073.1	61,006	241.8	795.4	135,026	736.6	3,064.5
International Transborder:												
1st Quarter	2,505	1.0	51.3	1,085	0.2	22.6	937	0.9	1.9	1,846	5.9	8.7
2nd "	2,879	1.7	45.5	1,300	0.6	7.0	1,167	1.3	2.6	3,142	3.0	6.2
3rd "	3,628	1.4	23.5	1,573	0.6	6.1	1,531	1.1	3.0	5,146	1.4	5.2
4th "	2,414	1.8	28.6	1,114	1.1	13.2	817	0.7	3.9	2,971	2.0	8.1
Sub-Total - Transborder	11,426	5.9	148.9	5,072	2.5	48.9	4,452	4.0	11.4	13,105	12.3	28.2
Other International:												
1st Quarter	-	-	-	-	-	-	-	-	-	-	-	-
2nd "	-	-	-	-	-	-	-	-	-	-	-	-
3rd "	-	-	-	-	-	-	-	-	-	-	-	-
4th "	-	-	-	-	-	-	-	-	-	-	-	-
Sub-Total - Other International	-	-	-	-	-	-	-	-	-	-	-	-
International:												
1st Quarter	2,505	1.0	51.3	1,085	0.2	22.6	937	0.9	1.9	1,846	5.9	8.7
2nd "	2,879	1.7	45.5	1,300	0.6	7.0	1,167	1.3	2.6	3,142	3.0	6.2
3rd "	3,628	1.4	23.5	1,573	0.6	6.1	1,531	1.1	3.0	5,146	1.4	5.2
4th "	2,414	1.8	28.6	1,114	1.1	13.2	817	0.7	3.9	2,971	2.0	8.1
Total International	11,426	5.9	148.9	5,072	2.5	48.9	4,452	4.0	11.4	13,105	12.3	28.2
Grand Total:												
1st Quarter	29,960	194.3	761.6	14,597	73.4	288.2	14,018	61.6	169.1	29,381	182.5	642.6
2nd "	37,939	223.3	974.4	17,687	66.4	229.5	17,026	55.2	156.5	37,278	212.1	901.4
3rd "	43,184	140.6	825.2	17,882	51.8	306.6	19,058	60.0	198.1	44,360	148.7	716.7
4th "	38,712	219.1	846.6	16,956	82.6	297.7	15,356	69.0	283.2	37,112	205.6	832.0
GRAND TOTAL	149,795	777.3	3,407.8	67,122	274.2	1,122.0	65,458	245.8	806.8	148,131	748.9	3,092.7

London Airport

Airport Activity Tables

Scheduled International and Mainline Domestic Flights

1968

	Arriving Load			Deplaned			Enplaned			Departing Load		
	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo
		(000 lbs.)			(000 lbs.)			(000 lbs.)			(000 lbs.)	
Domestic:												
1st Quarter	15,740	111.2	307.0	12,593	77.3	280.7	12,769	127.6	179.9	16,271	148.9	268.9
2nd "	18,173	88.5	218.8	13,888	51.2	215.8	13,694	137.1	176.8	18,482	157.9	245.5
3rd "	20,194	38.7	212.0	15,808	14.8	157.5	14,753	97.4	186.3	19,423	115.1	294.4
4th "	19,523	65.6	241.3	14,795	31.5	192.9	14,739	174.9	222.7	20,091	198.2	535.3
Total Domestic	73,630	304.0	979.1	57,084	174.8	846.9	55,955	537.0	765.7	74,267	620.1	1,344.1
International Transborder:												
1st Quarter	4,422	26.1	181.0	2,382	4.5	80.4	1,935	4.3	11.9	3,620	38.5	49.8
2nd "	5,675	23.5	181.6	2,853	5.0	78.3	2,253	4.0	15.6	4,572	39.1	53.2
3rd "	5,688	20.2	191.6	2,836	2.9	84.8	2,304	4.4	21.0	4,872	27.9	74.2
4th "	4,951	25.8	411.3	2,436	4.2	108.4	1,999	5.0	17.3	3,890	37.5	56.0
Sub-Total - Transborder	20,736	95.6	965.5	10,507	16.6	351.9	8,491	17.7	65.8	16,954	143.0	233.2
Other International:												
1st Quarter	-	-	-	-	-	-	-	-	-	-	-	-
2nd "	-	-	-	-	-	-	-	-	-	-	-	-
3rd "	-	-	-	-	-	-	-	-	-	-	-	-
4th "	-	-	-	-	-	-	-	-	-	-	-	-
Sub-Total - Other International	-	-	-	-	-	-	-	-	-	-	-	-
International:												
1st Quarter	4,422	26.1	181.0	2,382	4.5	80.4	1,935	4.3	11.9	3,620	38.5	49.8
2nd "	5,675	23.5	181.6	2,853	5.0	78.3	2,253	4.0	15.6	4,572	39.1	53.2
3rd "	5,688	20.2	191.6	2,836	2.9	84.8	2,304	4.4	21.0	4,872	27.9	74.2
4th "	4,951	25.8	411.3	2,436	4.2	108.4	1,999	5.0	17.3	3,890	37.5	56.0
Total International	20,736	95.6	965.5	10,507	16.6	351.9	8,491	17.7	65.8	16,954	143.0	233.2
Grand Total:												
1st Quarter	20,162	137.3	488.0	14,975	81.8	361.1	14,704	131.9	191.8	19,891	187.4	318.7
2nd "	23,848	112.0	400.4	16,741	56.2	294.1	15,947	141.1	192.4	23,054	197.0	298.7
3rd "	25,882	58.9	403.6	18,644	17.7	242.3	17,057	101.8	207.3	24,295	143.0	368.6
4th "	24,474	91.4	652.6	17,231	35.7	301.3	16,738	179.9	240.0	23,981	235.6	591.3
GRAND TOTAL	94,366	399.6	1,944.6	67,591	191.4	1,198.8	64,446	554.7	831.5	91,221	763.1	1,577.3

Airport Activity Tables

Scheduled and Regular Domestic Services

1968

	Arriving Load			Deplaned			Enplaned			Departing Load		
	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo
		(000 lbs.)			(000 lbs.)			(000 lbs.)			(000 lbs.)	
Sydney Airport:												
1st Quarter	19,883	283.9	1,254.1	10,332	44.5	267.0	10,253	41.4	69.8	19,804	280.8	1,057.0
2nd "	27,008	307.3	1,291.5	12,212	61.9	284.7	11,584	40.4	109.5	26,380	285.8	1,116.3
3rd "	43,018	201.1	1,390.6	16,658	44.4	291.9	16,383	31.3	132.0	42,743	188.0	1,230.8
4th "	27,211	303.8	1,431.5	12,324	61.1	370.2	11,434	58.7	87.5	26,321	301.5	1,148.7
Total	117,120	1,096.1	5,367.7	51,526	211.9	1,213.8	49,654	171.8	398.8	115,248	1,056.1	4,552.8
Prince George Airport:												
1st Quarter	15,355	155.4	281.4	8,944	79.6	139.0	8,951	67.0	28.0	15,362	142.7	170.4
2nd "	17,407	170.9	305.8	11,094	82.3	137.3	10,985	67.5	44.7	17,298	156.1	213.2
3rd "	18,477	123.0	375.8	12,305	66.2	171.8	12,521	49.6	71.4	18,693	106.4	275.4
4th "	18,874	195.3	369.8	11,727	86.3	171.4	11,908	79.3	68.0	19,055	188.4	266.4
Total	70,113	644.6	1,332.8	44,070	314.4	619.5	44,365	263.4	212.1	70,408	593.6	925.4
Fredericton Airport:												
1st Quarter	21,843	112.7	683.4	10,101	35.5	271.4	9,839	26.4	205.1	21,581	103.6	617.2
2nd "	27,101	108.8	679.9	11,728	39.1	200.4	11,050	24.5	189.1	26,423	94.1	668.7
3rd "	30,353	90.7	791.3	13,084	28.5	194.5	12,714	24.2	112.9	29,983	86.3	709.6
4th "	25,660	186.0	833.8	11,256	41.2	131.8	11,597	31.2	106.0	26,001	176.1	807.9
Total	104,957	498.2	2,988.4	46,169	144.3	798.1	45,200	106.3	613.1	103,988	460.1	2,803.4
Sept-Iles Airport:												
1st Quarter	13,391	106.8	399.1	9,244	18.8	286.6	9,232	235.6	177.9	13,379	323.6	290.4
2nd "	15,756	81.8	507.8	10,501	44.1	288.0	10,564	104.6	177.0	15,819	142.2	396.9
3rd "	19,439	57.9	623.7	12,730	38.2	420.6	13,660	42.8	226.6	20,369	62.5	429.7
4th "	14,709	88.4	626.0	9,228	65.3	452.8	10,592	81.7	259.1	16,073	104.9	432.3
Total	63,295	334.9	2,156.6	41,703	166.4	1,448.0	44,048	464.7	840.6	65,640	633.2	1,549.3
Sault Ste. Marie Airport:												
1st Quarter	16,315	111.3	881.6	9,596	44.6	187.4	9,174	40.5	29.2	15,893	107.1	723.4
2nd "	18,482	98.8	846.6	11,482	53.5	180.0	10,465	36.0	20.9	17,465	81.3	687.6
3rd "	18,788	81.6	980.0	10,941	39.9	275.2	11,104	28.7	29.2	18,951	70.4	734.0
4th "	16,199	164.8	927.9	10,118	62.6	227.6	10,168	45.4	22.7	16,249	147.6	722.9
Total	69,784	456.5	3,636.1	42,137	200.6	870.2	40,911	150.6	102.0	68,558	406.4	2,867.9

Gander International Airport

Airport Activity Tables

Scheduled International and Mainline Domestic Flights

1968

	Arriving Load			Deplaned			Enplaned			Departing Load		
	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo
		(000 lbs.)			(000 lbs.)			(000 lbs.)			(000 lbs.)	
Domestic:												
1st Quarter	17,836	408.5	2,420.9	6,493	65.5	1,344.3	6,730	67.9	72.6	17,978	393.3	615.0
2nd "	21,814	394.3	2,003.2	7,077	37.4	942.5	7,941	55.3	67.1	22,732	411.7	890.3
3rd "	23,442	287.6	1,178.8	10,490	52.0	546.8	11,114	22.9	153.3	24,435	258.0	808.3
4th "	22,716	433.7	2,147.4	8,987	60.2	929.8	8,104	56.9	338.6	21,941	413.9	1,125.3
Total Domestic	85,808	1,524.1	7,750.3	33,047	215.1	3,763.4	33,889	203.0	631.6	87,086	1,476.9	3,438.9
International Transborder:												
1st Quarter	-	-	-	-	-	-	-	-	-	-	-	-
2nd "	-	-	-	-	-	-	-	-	-	-	-	-
3rd "	-	-	-	-	-	-	-	-	-	-	-	-
4th "	-	-	-	-	-	-	-	-	-	-	-	-
Sub-Total - Transborder	-	-	-	-	-	-	-	-	-	-	-	-
Other International:												
1st Quarter	959	0.4	40.9	512	0.4	3.5	463	-	10.6	1,005	17.6	582.2
2nd "	2,418	0.7	54.2	1,249	0.6	3.6	1,153	-	5.1	2,268	0.6	293.3
3rd "	3,637	0.6	47.8	1,816	0.6	5.5	1,781	-	1.3	3,233	0.5	20.7
4th "	1,485	0.6	117.9	801	0.6	3.4	628	-	5.1	1,204	16.5	550.3
Sub-Total - Other International	8,499	2.3	260.8	4,378	2.2	16.0	4,025	-	22.1	7,710	35.2	1,446.5
International:												
1st Quarter	959	0.4	40.9	512	0.4	3.5	463	-	10.6	1,005	17.6	582.2
2nd "	2,418	0.7	54.2	1,249	0.6	3.6	1,153	-	5.1	2,268	0.6	293.3
3rd "	3,637	0.6	47.8	1,816	0.6	5.5	1,781	-	1.3	3,233	0.5	20.7
4th "	1,485	0.6	117.9	801	0.6	3.4	628	-	5.1	1,204	16.5	550.3
Total International	8,499	2.3	260.8	4,378	2.2	16.0	4,025	-	22.1	7,710	35.2	1,446.5
Grand Total:												
1st Quarter	18,795	408.9	2,461.8	7,005	65.9	1,347.8	7,193	67.9	83.2	18,983	410.9	1,197.2
2nd "	24,232	395.0	2,057.4	8,326	38.0	946.1	9,094	55.3	72.2	25,000	412.3	1,183.6
3rd "	27,079	288.2	1,226.6	12,306	52.6	552.3	12,895	22.9	154.6	27,668	258.5	829.0
4th "	24,201	434.3	2,265.3	9,788	60.8	933.2	8,732	56.9	343.7	23,145	430.4	1,675.6
GRAND TOTAL	94,307	1,526.4	8,011.1	37,425	217.3	3,779.4	37,914	203.0	653.7	94,796	1,512.1	4,885.4

Note: Traffic reported as "diversions" at Gander was included in the 1968 data since the volume of cargo was significant.

Airport Activity Tables

Scheduled and Regular Domestic Services

1968

	Arriving Load			Deplaned			Enplaned			Departing Load		
	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo
		(000 lbs.)			(000 lbs.)			(000 lbs.)			(000 lbs.)	
Fort St. John Airport:												
1st Quarter	13,027	135.7	272.8	7,481	40.0	96.8	7,429	32.4	15.4	12,975	128.1	191.5
2nd "	12,216	139.8	278.4	8,637	42.2	115.2	8,534	33.3	14.2	12,113	130.9	177.4
3rd "	15,705	92.3	349.6	9,106	17.0	79.5	9,792	23.4	18.0	16,391	98.7	288.1
4th "	14,606	162.1	340.2	9,182	39.1	103.9	8,890	38.3	24.0	14,314	161.3	260.3
Total	55,554	529.9	1,241.0	34,406	138.3	395.4	34,645	127.4	71.6	55,793	519.0	917.3
Sudbury Airport:												
1st Quarter	13,460	50.8	91.5	9,020	32.3	34.5	9,259	34.6	17.2	13,699	53.0	74.3
2nd "	13,748	53.2	138.1	8,950	37.1	50.5	9,159	41.1	22.0	13,957	57.3	109.5
3rd "	13,948	37.3	133.6	9,001	24.9	46.4	9,440	30.2	22.6	14,387	42.7	109.8
4th "	13,622	60.8	143.7	9,948	30.0	72.3	10,060	43.9	22.8	13,734	74.7	94.2
Total	54,778	202.1	506.9	36,919	124.3	203.7	37,918	149.8	84.6	55,777	227.7	387.8
Baie Comeau Airport:												
1st Quarter	11,184	27.1	173.0	8,541	21.3	65.7	7,412	19.1	26.9	10,055	24.9	134.2
2nd "	10,239	21.7	178.2	7,506	18.8	60.4	7,420	20.0	27.1	10,153	22.9	144.8
3rd "	11,151	14.9	223.0	7,767	14.8	110.1	7,234	15.2	27.2	10,618	15.3	140.2
4th "	9,976	19.9	169.2	7,280	16.6	56.8	6,725	25.4	25.2	9,421	28.7	137.6
Total	42,550	83.6	743.4	31,094	71.5	293.0	28,791	79.7	106.4	40,247	91.8	556.8
Stephenville Airport:												
1st Quarter	13,374	277.9	1,376.9	4,353	47.7	308.3	4,998	28.7	37.6	14,019	258.9	1,106.2
2nd "	17,956	279.5	1,193.1	6,125	55.8	457.9	6,113	28.8	74.0	17,944	252.5	809.2
3rd "	20,318	152.8	1,260.4	7,547	43.0	525.8	8,166	21.1	41.6	20,937	131.0	776.2
4th "	18,027	254.0	1,457.2	6,420	51.0	635.1	5,800	34.9	53.6	17,407	237.8	875.7
Total	69,675	964.2	5,287.6	24,445	197.5	1,927.1	25,077	113.5	206.8	70,307	880.2	3,567.3
Prince Rupert Airport:												
1st Quarter	7,965	52.0	218.0	5,410	35.4	167.4	4,351	23.0	55.3	6,906	39.7	105.9
2nd "	12,077	39.8	358.8	7,044	33.2	214.2	6,142	22.8	74.7	11,175	29.4	219.3
3rd "	14,520	31.1	424.4	8,183	28.6	285.0	8,128	16.1	107.0	14,465	18.5	246.4
4th "	8,225	79.6	431.2	4,771	53.7	292.4	6,346	28.4	79.6	9,800	54.3	218.4
Total	42,787	202.5	1,432.4	25,408	150.9	959.0	24,967	90.3	316.6	42,346	141.9	790.0

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Service Bulletin

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OTTAWA 4, CANADA

Vol. 1, No. 38
ASC-SB-3-16

June 1969
Preliminary

Aircraft Movements Statistics
Airports with DOT Air Traffic Control Towers

During May 1969, aircraft activity at airports with Department of Transport control towers amounted to 430,464 movements, 47,201 more than during the same month a year ago. Itinerant movements totalled 172,852 or 16,317 more than in May 1968. Local flights accounted for 245,438 movements, 29,857 higher than in May 1968. Simulated Approaches were 1,027 higher with 12,174.

Because of strike action, Air Canada ceased flying operations after April 20 and did not resume activities until May 20.

A preliminary summary of data from detailed information supplied by the towers is given on page 2. Because the statistics shown are from a tabulation at a relatively early stage in the production of detailed tables, some slight modifications may be made at a later date. Corrections should not show significant differences.

Inquiries related to the subject matter presented should be directed to Mr. Jan Bekooy, Aviation Statistics Centre, Congill Building, 12th Floor, 275 Slater St., Ottawa 4. (Telephone 992-2957)

8705-501

Canadian TRANSPORT Commission

MINION BUREAU OF STATISTICS • DEPARTMENT OF TRANSPORT • AIR TRANSPORT COMMITTEE

Airports with Department of Transport Towers
Total Aircraft Movements by Class of Operation, May 1969

Airports	Rank	Total	Rank	Itinerant (including scheduled)	Rank	Local	Rank	Simulated approaches
Abbotsford		12,209		4,750		7,042	8	417
Baie Comeau		2,564		869		1,686		9
Brandon		4,583		1,608		2,946		29
Buttonville	4	22,593		2,073	2	20,225		295
Calgary	5	21,524	10	6,092	3	14,600	6	832
Cartierville		17,215		5,156	7	12,059		-
Edmonton Industrial	3	23,350	5	9,102	4	14,073		175
Edmonton International		4,732		1,634		1,950	3	1,148
Fort St. John		3,557		1,701		1,854		2
Fredericton		5,491		2,111		3,352		28
Gander International		7,227		2,200		4,929		98
Halifax International		6,740		3,412		2,937	9	391
Hamilton	10	17,438		4,053	6	13,277		108
Kamloops		5,547		2,939		2,586		22
Lakehead		3,969		2,009		1,868		92
Lethbridge		4,981		1,984		2,986		11
London		11,163		4,131		6,878		154
Moncton		7,712		2,476		4,933		303
Montreal International	2	25,289	3	11,881	8	10,832	1	2,576
North Bay		3,968		2,037		1,684		247
Ottawa International	7	18,852	6	8,697	10	9,230	5	925
Pitt Meadows		15,851		5,990	9	9,861		-
Port Hardy		2,460		1,919		536		5
Prince George		4,619		2,319		2,285		15
Quebec		11,525		4,736		6,644		145
Regina		8,984		3,241		5,625		118
St. Hubert	1	29,352	7	7,432	1	21,421	7	499
St. Andrews		9,029		1,629		7,400		-
Saint John		3,005		1,516		1,448		41
St. John's		979		696		262		21
Saskatoon		11,052		3,626		7,241		185
Sept-Iles		3,522		2,399		1,050		73
Sydney		753		654		98		1
Toronto International	8	18,043	2	12,788		3,643	2	1,612
Toronto Island	6	20,962	8	6,989	5	13,973		-
Vancouver International	9	17,764	1	15,179		2,229	10	356
Victoria International		13,571	9	6,528		6,885		158
Wabush		972		685		278		9
Whitehorse		5,330		1,949		3,372		9
Windsor		7,064		2,085		4,892		87
Winnipeg International		14,923	4	9,577		4,368	4	978
Total May 1969		430,464		172,852		245,438		12,174
Total May 1968		383,263		156,535		215,581		11,147

Service Bulletin

AVIATION STATISTICS CENTRE

OTTAWA 4, CANADA

Vol. 1, No. 39
ASC SB-3-17

July 1969
Preliminary

Aircraft Movement Statistics
Airports with DOT Air Traffic Control Towers

During June 1969, aircraft activity at airports with Department of Transport control towers amounted to 412,428 movements, 56,534 more than during June 1968. Itinerant movements totalled 180,530 or 26,713 more. Local flights accounted for 221,428 movements, 28,080 higher than during June of last year. Simulated approaches were 1,741 higher with 10,470.

A preliminary summary of data from detailed information supplied by the towers is given on page 2. Because the statistics shown are from a tabulation at a relatively early stage in the production of detailed tables, some slight modifications may be made at a later date. Corrections should not show significant differences.

Inquiries related to the subject-matter presented should be directed to Mr. Jan Bekooy, Aviation Statistics Centre, Congill Building, 12th Floor, 275 Slater St., Ottawa 4. (Telephone 992-2957)

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Canadian TRANSPORT Commission

Airports with Department of Transport Towers
Total Aircraft Movements by Class of Operation, June 1969

Airports	Rank	Total	Rank	Itinerant (including scheduled)	Rank	Local	Rank	Simulated approaches
Abbotsford		8,264		4,247		3,597	8	420
Baie Comeau		2,508		1,066		1,442		-
Brandon		5,827		1,828		3,958		41
Buttonville	7	18,330		1,547	2	16,663		120
Calgary International	5	18,936	8	6,550	5	11,786	6	600
Cartierville		9,893		4,311		5,582		-
Edmonton Industrial	3	20,299	6	8,668	6	11,464	4	167
Edmonton International		4,438		2,223		1,278		937
Fort St. John		3,156		1,893		1,260		3
Fredericton		6,842		2,721		4,078		43
Gander International		8,501		3,020		5,419		62
Halifax International		6,273		3,232		2,974		67
Hamilton City		16,050		3,405	4	12,502		143
Kamloops		6,570		3,343		3,188		39
Lakehead		4,296		1,984		2,264		48
Lethbridge		4,289		1,584		2,696		9
London		9,538		4,065		5,276		197
Moncton		9,464		2,649		6,630		185
Montreal International	2	25,792	3	14,244	8	9,680	1	1,868
North Bay		4,804		1,957		2,526	10	321
Ottawa International	8	17,573	5	8,831	9	7,830	5	912
Pitt Meadows		16,078	10	5,908	7	10,170		-
Port Hardy		1,799		1,671		122		6
Prince George		4,080		2,454		1,590		36
Quebec		10,162		4,889		5,047		226
Regina		10,281		3,895		6,252		134
St. Andrews		9,385		1,707	10	7,678		-
St. Hubert	1	28,568	7	7,357	1	20,743	7	468
Saint John		3,897		1,702		2,039		156
St. Jean		2,846		1,462		1,352		32
St. John's		1,252		967		242		43
Saskatoon		10,020		3,723		6,070		227
Sept-Iles		4,782		3,364		1,304		114
Sydney		1,076		751		323		2
Toronto International	6	18,798	1	15,107		2,677	3	1,014
Toronto Island	4	20,037	9	6,017	3	14,020		-
Vancouver International	9	16,897	2	14,623		1,928	9	346
Victoria International		11,075		5,308		5,561		206
Wabush		1,009		681		324		4
Whitehorse		6,491		2,615		3,866		10
Windsor		6,001		2,163		3,626		212
Winnipeg International	10	16,251	4	10,798		4,401	2	1,052
Total June 1969		412,428		180,530		221,428		10,470
Total June 1968		355,894		153,817		193,348		8,729

Service Bulletin

AVIATION STATISTICS CENTRE

OTTAWA 4, CANADA

Vol. 1, No. 40
ASC-SB-2-11

July 1969
Preliminary

Airport Activity

This bulletin, with its figures for the first quarter, begins the series of Airport Activity tables for 1969.

Inquiries relating to the data may be directed to Mr. G.C. Coleman, Aviation Statistics Centre, Congill Building, 12th Floor, 275 Slater St., Ottawa 4. (Telephone 613-992-2332)

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Vancouver International	5

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Canadian TRANSPORT
Commission

Explanatory Notes - Airport Activity Tables

1. The data refers to regularly scheduled international and mainline domestic flights. Data concerning charter flights have not been included in the tables.

2. The data concerning international flights were collected on a census basis. Data concerning domestic flights were collected on a mixed 15 per cent sample and census basis. The sample is such that each day of the week is sampled twice each quarter, and there is at least one sample day in each week.

3. Cargo has been considered as express and freight.

4. The tables will not balance horizontally within the traffic categories which are "Domestic", "Transborder", and "Other International". This is because the intransit load may arrive at a station under one category, and depart under another. The traffic categories are derived by allocating the traffic according to the last stop made before arrival and the next stop planned after departure. For example, consider a flight from Calgary to London, England via Winnipeg. The arrival at Winnipeg, from Calgary would be classed as a "Domestic" arrival, and the departure from Winnipeg to London, England would be considered an "Other International" departure.

5. At airports where flight numbers changed, all traffic on board was reported deplaned as well as arrived.

6. All flights to and from Alaska have been considered under the category "International, Transborder". Beginning with 1968 data, flights to and from Hawaii have been included under the traffic category "International, Transborder".

Airport Activity Tables

Scheduled International and Mainline Domestic Flights

1969

	Arriving Load			Deplaned			Enplaned			Departing Load		
	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo
		(000 lbs.)			(000 lbs.)			(000 lbs.)			(000 lbs.)	
Domestic:												
1st Quarter	281,756	3,073.0	9,636.6	245,587	2,743.8	6,939.3	265,341	3,489.1	16,223.9	300,203	3,833.5	19,835.3
2nd "												
3rd "												
4th "												
Total Domestic												
International Transborder:												
1st Quarter	148,991	603.8	7,375.9	138,682	589.3	3,432.0	133,427	149.1	2,939.1	145,163	248.5	6,885.9
2nd "												
3rd "												
4th "												
Sub-Total - Transborder												
Other International:												
1st Quarter	82,911	811.8	22,362.0	59,262	618.4	15,312.4	44,056	526.7	5,947.9	67,585	620.1	12,080.5
2nd "												
3rd "												
4th "												
Sub-Total - Other International												
International:												
1st Quarter	231,902	1,415.6	29,737.9	197,944	1,207.7	18,744.4	177,483	675.8	8,887.0	212,748	868.6	18,966.4
2nd "												
3rd "												
4th "												
Total International												
Grand Total:												
1st Quarter	513,658	4,488.6	39,374.5	443,531	3,951.5	25,683.7	442,824	4,164.9	25,110.9	512,951	4,702.1	38,801.7
2nd "												
3rd "												
4th "												
GRAND TOTAL												

Toronto International Airport

Airport Activity Tables

Scheduled International and Mainline Domestic Flights

1969

	Arriving Load			Deplaned			Enplaned			Departing Load		
	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo
		(000 lbs.)			(000 lbs.)			(000 lbs.)			(000 lbs.)	
Domestic:												
1st Quarter	400,349	4,232.9	20,106.8	360,939	3,360.8	15,534.5	355,758	4,361.4	13,403.5	395,209	5,105.6	17,880.3
2nd "												
3rd "												
4th "												
Total Domestic												
International Transborder:												
1st Quarter	234,338	1,071.1	7,933.7	228,631	1,062.5	7,518.1	215,300	265.2	2,862.0	220,320	280.5	3,013.8
2nd "												
3rd "												
4th "												
Sub-Total - Transborder												
Other International:												
1st Quarter	53,230	169.0	1,724.2	47,895	154.7	1,686.7	39,244	140.1	1,933.4	45,225	275.6	2,330.0
2nd "												
3rd "												
4th "												
Sub-Total - Other International												
International:												
1st Quarter	287,568	1,240.1	9,657.9	276,526	1,217.2	9,204.8	254,544	405.3	4,795.4	265,545	556.1	5,343.8
2nd "												
3rd "												
4th "												
Total International												
Grand Total:												
1st Quarter	687,917	5,473.0	29,764.7	637,465	4,578.0	24,739.3	610,302	4,766.7	18,198.9	660,754	5,661.7	23,224.1
2nd "												
3rd "												
4th "												
GRAND TOTAL												

Scheduled International and Mainline Domestic Flights

1969

	Arriving Load			Deplaned			Enplaned			Departing Load		
	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo
		(000 lbs.)			(000 lbs.)			(000 lbs.)			(000 lbs.)	
Domestic:												
1st Quarter	166,931	1,638.7	6,093.1	165,714	1,634.6	6,085.2	167,232	1,668.7	6,317.5	168,449	1,673.1	6,324.1
2nd "												
3rd "												
4th "												
Total Domestic												
International Transborder:												
1st Quarter	62,652	286.7	1,393.5	62,457	286.7	1,328.1	56,717	152.5	427.0	57,549	153.8	551.7
2nd "												
3rd "												
4th "												
Sub-Total - Transborder												
Other International:												
1st Quarter	8,217	180.1	686.6	7,580	178.4	628.6	4,747	68.2	210.6	4,747	68.2	210.6
2nd "												
3rd "												
4th "												
Sub-Total - Other International												
International:												
1st Quarter	70,869	466.8	2,080.1	70,037	465.1	1,956.7	61,464	220.7	637.6	62,296	222.0	762.3
2nd "												
3rd "												
4th "												
Total International												
Grand Total:												
1st Quarter	237,800	2,105.5	8,173.2	235,751	2,099.7	8,041.9	228,696	1,889.4	6,955.1	230,745	1,895.1	7,086.4
2nd "												
3rd "												
4th "												
GRAND TOTAL												

Service Bulletin

AVIATION STATISTICS CENTRE

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August 1969
Preliminary

Civil Aviation - March 1969

Scheduled Carrier Operations

The six major Canadian air lines as a group reported increased traffic and revenues during the first quarter of 1969 compared to the first three months of 1968. Increases were largest for Air Canada and CP Air but gains were also reported by some of the regional carriers.

Examination of statistics selected for inclusion in the table will show that the most impressive gains were made in air freight and in charter hours flown. The increasing use of turbo prop and jet aircraft by airlines and the phasing out of piston-powered machines for scheduled services show in the increased consumption of turbo fuel and the decline in figures for gasoline.

Operating income for the first quarter of 1969 considerably improved over the same period a year earlier. However, this off-peak period continued to be a time of deficits for the regional carriers.

Enquiries concerning the material presented should be directed to Mr. K.J. Marks, Aviation Statistics Centre, Congill Building, 12th floor, 275 Slater St., Ottawa, Ontario. (Telephone 992-2957)

8705-501

Canadian TRANSPORT Commission

DOMINION BUREAU OF STATISTICS • DEPARTMENT OF TRANSPORT • AIR TRANSPORT COMMITTEE

Scheduled Air Carrier Operations
March 1969 Preliminary Data
All Figures are Expressed in '000's
(except Charter Hours)

	March 1969				March 1968 total	Cumulative Jan.-Mar. 1969 total	Cumulative Jan.-Mar. 1968 total	% change 1969 cum. v's 1968 cum.
	Air Canada	CP Air	Four regional carriers(1)	Total(2)				
Operating statistics:								
Unit toll - Passenger-miles ..	527,052	141,008	20,732	688,793	577,591	1,844,525	1,577,627	+ 16.9
Goods ton-miles ..	20,315	4,441	672	25,429	15,745	67,171	42,889	+ 56.6
Mail ton-miles ...	2,357	509	126	2,991	2,751	8,383	7,548	+ 11.1
Charter hours flown (actual)	322	196	2,106	2,624	1,963	6,935	4,650	+ 49.1
Fuel consumption: (gallons)								
Turbo and jet fuel	24,385	7,278	1,583	33,245	28,335	93,921	80,106	+ 17.2
Gasoline	-	141	636	777	1,183	2,216	3,376	- 34.4
Financial data:								
Operating revenues ..... $	37,210	9,578	3,679	50,467	39,304	136,029	108,219	+ 25.7
Operating expenses ..... $	32,802	9,424	4,039	46,265	39,975	133,454	117,089	+ 14.0
Operating income (deficit) $	4,408	155	Dr. 360	4,202	Dr. 671	2,575	Dr. 8,869	-

(1) The regional carriers whose data are presented are Eastern Provincial Airlines, Pacific Western Airlines, Quebecair and Transair.

(2) The six carriers represented in totals normally account for approximately 90% of the revenues and expenses of the Canadian Air Transport industry.

Service Bulletin

VIATION STATISTICS CENTRE

OTTAWA 4, CANADA

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August 1969
Preliminary

Government Publications

Civil Aviation - January 1969

Canadian Commercial Air Carriers Except Group V

Monthly reports from the approximately 125 Canadian air carriers having more than $150,000 gross annual flying revenues have been compiled and the results shown in tabular form on the opposite side of the page.

The established pattern of over 90 per cent of the unit toll services activity being performed by the six major carriers continued. However, in the charter flying market the smaller airlines asserted their importance both in passenger and goods traffic.

Major increases were reported in January for unit toll goods and charter passengers and higher revenues reflect this increased traffic.

Questions or comments concerning the table should be directed to Mr. K.J. Marks, Aviation Statistics Centre, Congill Building, 12th Floor, 275 Slater St., Ottawa 4, Ontario. (Telephone 992-2957).



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Canadian TRANSPORT Commission

Civil Aviation - January 1969

Canadian Air Carriers Financial Groups I-IV

	January 1969 Groups I & II	January 1969 Groups I-IV	January 1968 Groups I-IV	1969 year to date Groups I-IV	1968 year to date Groups I-IV	% change 1968-1969 year to date
Unit toll traffic:						
Hours flown	34,110	38,083	36,406	38,083	36,406	+ 4.6
Passengers carried	664,368	676,892	604,709	676,892	604,709	+ 11.9
Passenger-miles	604,691,962	609,795,348	519,000,603	609,795,348	519,000,603	+ 17.5
Goods carried ..... (lbs.)	24,642,116	25,824,455	20,466,558	25,824,455	20,466,558	+ 26.2
Goods ton-miles	18,983,144	19,478,362	13,267,341	19,478,362	13,267,341	+ 46.8
Unit toll revenues ..... $	41,539,720	42,210,128	34,570,474	42,210,128	34,570,474	+ 22.1
Bulk traffic:						
Hours flown	1,860	16,929	15,442	16,929	15,442	+ 9.6
Passengers carried	11,334	41,588	31,639	41,588	31,639	+ 31.4
Passenger-miles	22,853,978	38,829,679	12,717,726	38,829,679	12,717,726	+ 205.3
Goods carried ..... (lbs.)	2,290,839	7,719,443	6,054,708	7,719,443	6,054,708	+ 27.5
Goods ton-miles	854,787	1,302,387	945,101	1,302,387	945,101	+ 37.8
Bulk transport revenues .... $	1,155,419	3,388,802	2,251,901	3,388,802	2,251,901	+ 50.5
Total operating revenues ... $	43,383,515	46,840,065	37,919,178	46,840,065	37,919,178	+ 23.5
Total operating expenses ... $	44,413,971	49,490,695	43,264,921	49,490,695	43,264,921	+ 14.4

Service Bulletin

VIATION STATISTICS CENTRE

OTTAWA 4, CANADA

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August 1969
Preliminary

Civil Aviation - April 1969

Scheduled Carrier Operations

Figures for the April 1969 operations of the six major Canadian airlines are peculiar when compared to statistics of a year earlier. A strike by Air Canada employees caused operations of that carrier to cease April 20. Although CP Air, the regional carriers and smaller local airlines immediately began offering service over Air Canada's routes traffic and revenue totals were reduced from normal figures for the month.

CP Air and the four regional carriers reported substantially increased traffic and revenues for the month but totals for the six carriers were not as large as normal because of the sharp decline in Air Canada's traffic.

It should be noted however, that on a year-to-date basis the Total Operating Income for the six carriers was $10 million more than in the same period last year.

Enquiries concerning this table should be directed to Mr. K.J. Marks, Aviation Statistics Centre, Congill Building, 12th Floor, 275 Slater St., Ottawa, Ontario. (Telephone 992-2957)

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Scheduled Air Carrier Operations
April 1969 Preliminary Data
All Figures are Expressed in '000's
(except Charter Hours)

	April 1969				April 1968 total	Cumulative Jan.-Apr. 1969 total	Cumulative Jan.-Apr. 1968 total	% change 1969 cum. v's 1968 cum.
	Air Canada	CP Air	Four regional carriers(1)	Total(2)				
Operating statistics:								
Unit toll - Passenger-miles	329,062	162,340	27,133	518,535	559,315	2,363,061	2,136,942	+ 10.6
Goods ton-miles	10,837	4,311	787	15,936	15,138	83,106	58,027	+ 43.2
Mail ton-miles	2,985	653	144	3,781	2,541	12,164	10,089	+ 20.6
Charter hours flown (actual)	234	96	3,092	3,422	1,875	10,357	6,525	+ 56.3
Fuel consumption: (gallons)								
Turbo and jet fuel	15,932	7,144	2,031	25,107	27,407	119,028	107,513	+ 10.7
Gasoline	NIL	116	677	693	1,213	2,910	4,589	- 36.6
Financial data:								
Operating revenues ..... $	22,732	10,920	5,304	38,955	38,654	174,985	146,873	+ 19.1
Operating expenses ..... $	26,576	9,477	4,548	40,601	40,156	174,056	157,245	+ 10.7
Operating income (deficit) $	(3,844)	1,443	756	(1,646)	(1,502)	929	(10,372)	-

(1) The regional carriers whose data are presented are Eastern Provincial Airlines, Pacific Western Airlines, Quebecair and Transair.

(2) The six carriers represented in totals normally account for approximately 90% of the revenues and expenses of the Canadian Air Transport industry.

Service Bulletin

AVIATION STATISTICS CENTRE

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Preliminary

Civil Aviation - February 1969

Canadian Commercial Air Carriers Except Group V

February reports from approximately 120 scheduled and non-scheduled Canadian air services indicate generally increased traffic and revenues in all types of service. Although the number of hours flown in unit toll operations increased by less than five per cent there were greater than proportionate increases in traffic. Goods traffic especially showed a major gain compared to the same month a year earlier.

In charter services there were sharp increases in loads and distances flown. The figures reflect greater use of modern jet and turbo prop equipment over longer distances especially by carriers specializing in charter services for passengers and freight. Increased competition for charter passenger traffic among the airlines, along with lower fares, new aircraft and "package" holiday tours have made the totals for bulk operations increase markedly.

Enquiries concerning this table should be directed to Mr. K.J. Marks, Aviation Statistics Centre, Congill Building, 12th Floor, 275 Slater St., Ottawa, Ontario. (Telephone 992-2957)

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Canadian TRANSPORT
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Civil Aviation - February 1969

Canadian Air Carriers Financial Groups I-IV

	February 1969 Groups I & II	February 1969 Groups I-IV	February 1968 Groups I-IV	1969 year to date Groups I-IV	1968 year to date Groups I-IV	% change 1968-1969 year to date
Unit toll traffic:						
Hours flown	31,766	36,701	35,118	74,784	71,524	+ 4.5
Passengers carried	638,565	654,933	601,244	1,331,825	1,205,953	+ 10.4
Passenger-miles	551,040,698	555,435,444	485,170,488	1,165,230,792	1,004,171,091	+ 16.0
Goods carried (lbs.)	24,977,377	26,804,751	20,627,499	52,629,206	41,094,057	+ 28.1
Goods ton-miles	22,758,723	23,253,788	14,404,237	42,732,150	27,671,578	+ 54.4
Unit toll revenues $	40,105,809	40,862,051	33,284,424	83,072,179	67,854,898	+ 22.4
Bulk traffic:						
Hours flown	2,451	19,359	17,644	36,288	33,086	+ 9.7
Passengers carried	12,323	47,729	36,002	89,317	67,641	+ 32.0
Passenger-miles	23,594,639	42,110,480	15,686,939	80,940,159	28,404,665	+ 184.9
Goods carried (lbs.)	3,061,318	9,429,247	7,332,953	17,148,690	13,387,661	+ 28.1
Goods ton-miles	1,840,342	2,332,806	891,557	3,635,193	1,836,658	+ 97.9
Bulk transport revenues $	1,515,385	4,019,416	2,529,495	7,408,218	4,781,396	+ 54.9
Total operating revenues $	42,178,581	46,251,134	37,389,613	93,091,199	75,444,803	+ 23.4
Total operating expenses $	42,775,491	48,446,268	43,059,722	97,936,963	86,466,563	+ 13.3

Service Bulletin

AVIATION STATISTICS CENTRE

OTTAWA 4, CANADA

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Preliminary

Aircraft Movement Statistics
Airports with DOT Air Traffic Control Towers

During July 1969, aircraft activity at airports with Department of Transport control towers amounted to 491,499 movements, 36,669 more than during July 1968. Itinerant movements totalled 198,624 or 16,873 more. Local flights accounted for 282,948 movements, 18,415 higher than during July of last year. Simulated approaches were 1,381 higher with 9,927.

Inquiries related to the subject matter presented should be directed to Mr. Jan Bekooy, Aviation Statistics Centre, Congill Building, 12th Floor, 275 Slater St., Ottawa 4. (Telephone 992-2957)

Airport Activity Statistics 1968

The Dominion Bureau of Statistics has released the first edition of Airport Activity Statistics compiled by the Aviation Statistics Centre. The report for 1968 contains statistics on movements of aircraft, passengers, cargo and mail at the 25 busiest airports in Canada. The contents of the publication cover the years 1963 to 1968. The 120 page report is available from the Queen's Printer at $2.00 each.

8705-501

Canadian TRANSPORT Commission

Airports with Department of Transport Towers
Total Aircraft Movements by Class of Operation, July 1969

Airports	Rank	Total	Rank	Itinerant (including scheduled)	Rank	Local	Rank	Simulated approaches
Abbotsford		9,005		3,822		4,673	6	510
Baie Comeau		2,517		1,235		1,280		2
Brandon		9,122		2,018		7,086		18
Buttonville	3	24,176		2,120	2	21,830		226
Calgary International	8	20,385	10	6,888	6	13,021	7	476
Cartierville		9,149		4,463		4,686		-
Edmonton Industrial	5	21,643	6	8,785	7	12,754		104
Edmonton International		4,216		2,255		1,184	4	777
Fort St. John		2,318		1,620		670		28
Fredericton		5,754		2,661		3,071		22
Gander International		13,981		4,513		9,400		68
Halifax International		5,911		3,148		2,744		19
Hamilton City	9	19,768		4,251	4	15,319		198
Kamloops		7,362		3,622		3,719		21
Lakehead		5,320		2,173		3,139		8
Lethbridge		5,275		1,923		3,338		14
London		16,776		5,027	9	11,514		235
Moncton		13,741		2,752	10	10,768		221
Montreal International	2	25,626	3	14,182		10,102	2	1,342
North Bay		5,865		2,841		2,632	10	392
Ottawa International		18,498	7	8,433		9,203	3	862
Pitt Meadows	7	20,595	9	7,247	5	13,348		-
Port Hardy		1,761		1,690		56		15
Prince George		5,268		2,812		2,412		44
Quebec		13,331		5,488		7,724		119
Regina		16,445		4,272	8	12,049		124
Saint John		3,307		1,782		1,450		75
St. Andrews		9,616		1,768		7,848		-
St. Hubert	1	39,645	5	9,029	1	30,446		170
St. Jean		5,209		1,801		3,389		19
St. John's		1,599		1,029		412		158
Saskatoon		8,864		3,553		4,911	9	400
Sept-Iles		4,175		3,341		808		26
Sydney		1,338		912		422		4
Toronto International	6	20,932	2	15,989		3,364	1	1,579
Toronto Island	4	22,779	8	7,255	3	15,524		-
Vancouver International	10	19,565	1	16,597		2,546	8	422
Victoria International		12,810		5,817		6,782		211
Wabush		1,253		735		508		10
Waterloo-Wellington		8,567		2,787		5,654		126
Whitehorse		6,352		2,782		3,569		1
Windsor		5,824		2,276		3,359		189
Winnipeg International		15,856	4	10,930		4,234	5	692
Total July 1969		491,499		198,624		282,948		9,927
Total July 1968		454,830		181,751		264,533		8,546

Service Bulletin

AVIATION STATISTICS CENTRE

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Preliminary

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Civil Aviation - May 1969
Scheduled Carrier Operations

A strike by employees of Air Canada from April 20 to May 20, 1969 sharply reduced the operations of this company during the two months. However, other Canadian air carriers were authorized to fly over Air Canada's routes during the strike and as a result the volume of traffic reported by other carriers during May increased sharply.

It is interesting to note that in spite of reduced traffic and revenues for Air Canada during the strike, totals for the six major carriers for the January-May 1969 period were higher than in the same five months of 1968.

Questions or comments concerning the table should be directed to Mr. K.J. Marks, Aviation Statistics Centre, Congill Building, 12th Floor, 275 Slater St., Ottawa 4, Ontario. (Telephone 992-2957)

705-501

Canadian TRANSPORT
Commission

DOMINION BUREAU OF STATISTICS • DEPARTMENT OF TRANSPORT • AIR TRANSPORT COMMITTEE

Scheduled Air Carrier Operations
May 1969 Preliminary Data
All Figures are Expressed in '000's
(except Charter Hours)*

	May 1969				May 1968 total	Cumulative Jan.-May 1969 total	Cumulative Jan.-May 1968 total	% change 1969 cum. v's 1968 cum.
	Air Canada	CP Air	Four Regional carriers(1)	Total(2)				
Operating statistics:								
Unit toll - Passenger-miles ..	136,269	210,031	39,918	386,218	588,754	2,749,278	2,725,696	+ 0.9
Goods ton-miles ..	4,874	4,673	875	10,422	15,613	93,529	73,640	+ 27.0
Mail ton-miles ...	861	838	221	1,921	2,476	14,085	12,566	+ 12.1
*Charter hours flown (actual)	244	247	3,893	4,384	2,693	14,741	9,218	+ 59.9
Fuel consumption: (gallons)								
Turbo and jet fuel	8,598	8,979	2,819	20,396	29,480	139,423	137,013	+ 1.8
Gasoline	0	20	827	847	1,312	3,757	5,901	— 36.3
Financial data:								
Operating revenues ..... $	11,187	14,066	6,428	31,680	43,047	206,665	189,920	+ 8.8
Operating expenses ..... $	20,538	11,074	5,564	37,175	41,808	211,231	199,053	+ 6.1
Operating income (deficit) $	(9,351)	2,992	864	(5,494)	1,238	(4,565)	(9,133)	-

(1) The regional carriers whose data are presented are Eastern Provincial Airlines, Pacific Western Airlines, Quebecair and Transair.

(2) The six carriers represented in totals normally account for approximately 90% of the revenues and expenses of the Canadian Air Transport industry.

Service Bulletin

AVIATION STATISTICS CENTRE

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August 1969
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Civil Aviation - June 1969
Scheduled Carrier Operations

Preliminary figures for the six Canadian carriers performing scheduled air services have been compiled and the results shown on the opposite side of the page. All six companies operated as per normal during the month as Air Canada resumed operations after the end of an employees strike which lasted from April 20 to May 20.

Enquiries concerning the material presented should be directed to Mr. K.J. Marks, Aviation Statistics Centre, Congill Building, 12th Floor, 275 Slater St., Ottawa, Ontario. (Telephone 992-2957)

3705-501

Canadian TRANSPORT
Commission

Scheduled Air Carrier Operations
June 1969 Preliminary Data
All Figures are Expressed in '000's
(except Charter Hours*)

	June 1969				June 1968 total	Cumulative Jan.-June 1969 total	Cumulative Jan.-June 1968 total	% change 1969 cum. v's 1968 cum.
	Air Canada	CP Air	Four regional carriers(1)	Total(2)				
Operating statistics:								
Unit toll - Passenger-miles ..	557,327	172,737	31,400	761,463	701,328	3,510,741	3,427,024	+ 2.4
Goods ton-mles ...	13,766	4,093	825	18,684	16,553	112,212	90,192	+ 24.4
Mail ton-miles ...	2,064	435	139	2,638	2,439	16,722	15,005	+ 11.4
*Charter hours flown (actual)	1,014	385	3,200	4,599	3,221	19,340	12,439	+ 55.5
Fuel consumption: (gallons)								
Turbo and jet fuel	27,027	7,941	3,157	38,125	30,606	177,548	167,620	+ 5.9
Gasoline	NIL	NIL	461	461	1,328	4,217	7,229	- 41.7
Financial data:								
Operating revenues ..... $	38,788	11,995	6,283	57,067	49,381	263,732	239,301	+ 10.2
Operating expenses ..... $	33,072	10,448	5,448	48,968	42,151	260,198	241,204	+ 7.9
Operating income (deficit) $	5,716	1,547	835	8,099	7,230	3,533	(1,904)	-

(1) The regional carriers whose data are presented are Eastern Provincial Airlines, Pacific Western Airlines, Quebecair and Transair.

(2) The six carriers represented in totals normally account for approximately 90% of the revenues and expenses of the Canadian Air Transport industry.

Service Bulletin

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AIRCRAFT OPERATING COSTS

This is the second issue of a special Aviation Statistics Centre Service Bulletin devoted to an examination of aircraft operating costs as reported by commercial airlines in Canada. Cost figures have been arranged so that a range of reported expenses is shown, based on costs per hour of flying a certain type of aircraft. The aircraft types selected are those on which detailed information is available from at least three companies. Therefore, figures for jet aircraft used by the two major air carriers are not available.

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	Piper Apache	5
	Piper Aztec	5
	Beech 18	5
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	Douglas DC3	5
	Canso PBY	6
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	Small Helicopters	6
	Large Helicopters	6

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Canadian TRANSPORT Commission

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Statistics concerning aircraft operating costs are collected only from carriers with gross flying revenues of at least $500,000 a year. As a result many types of aircraft used by smaller companies are not represented. The tables shown are compiled from data contained in the 1968 annual reports of air carriers.

The tables show a wide range of reported costs for each type aircraft in order to indicate the variety of cost situations reported by carriers in different parts of the country providing different types of service over varying distances and operating under different climatic conditions. The interrelationship of cost factors such as aircraft utilization, fuel costs, wage levels, overhead expenses and rate of depreciation make it difficult to single out any item as the prime factor influencing operating costs. The figures shown are derived from unaudited carrier statements without adjustment for variations in accounting practice, and hence should not be considered as representing all carriers.

The variety of aircraft types for which costs are shown changes from year to year as the number of complete reports for a particular type of aircraft fluctuates. In the previous issue it was possible to show costs for the Piper Super Cub but this has not been included this year. However, costs for three additional types of aircraft have been obtained. These are the Piper Apache, Piper Aztec and Twin Otter. The sequence of aircraft types is arranged according to gross take-off weight for a particular type. Helicopters have been divided into two groups "large" and "small" with the dividing line at 5,000 lbs. rather than at 3,500 lbs. as is used for purposes of licensing. Both piston-engine and turbine-engine helicopters are represented in the "small" and "large" categories. Some of the increase in "small" helicopter costs is due to the larger proportion of turbine powered machines such as the Bell 206 and Hiller FH1100. (One Sud Aviation Alouette III is included in the "small" helicopter category.)

To put cost figures reported for owned aircraft on a comparative basis with those reported for leased aircraft, rental expenses have been deducted in calculating flying operations cost data. Variable cost details included in these calculations cover items such as salaries and wages, personnel expenses, fuel, oil, materials and supplies, landing fees, insurance and damage expense. Amounts shown under "Other" cover maintenance labour and services, engines, airframes and other flight equipment, overhaul, depreciation and rentals. Non-operating expense items such as promotion and sales, general administration and passenger servicing are not included.

Average costs in the summary table consist of the sum of reported expenses divided by the total number of hours flown using the type by all the reporting carriers taken together. For each type listed the experience of individual carriers is detailed in Table 2. Note that the summary figures were calculated independently, and are not derived from the detailed carrier averages.

Inquiries concerning the statistics shown should be directed to Mr. K.J. Marks.

TABLE 1. Aircraft Operating Expenses per Flying Hour, Summary by Aircraft Type 1968

Aircraft type	Designator	Gross take-off weight	Average operating expenses per hours flown		
			Flying	Other	Total
		(000 lbs.)	$	$	$
Fixed-wing					
Single engine:					
Cessna 180	C180	2.5 - 2.8	27.81	26.60	54.41
Cessna 185	C185	3.2	30.76	27.51	58.27
Beaver	DHC-2	5.0	29.61	28.09	57.70
Norseman	NO. 4, 5, 6	6.4 - 7.5	32.26	25.72	57.98
Otter	DHC3	8.0	42.82	49.79	92.61
Twin engine:					
Piper Apache	PA-23-160	5.2	39.59	26.68	76.27
Piper Aztec	PA-23-250	5.2	38.52	49.13	87.65
Beech 18	BE18	8.2 - 9.5	50.84	59.54	110.38
Twin Otter	DHC-6	11.6 - 12.5	69.64	97.04	166.68
Douglas DC-3	DC-3	27.0	75.45	85.36	160.81
Canso PBY	CNSO	32.0	118.96	144.04	263.00
Four engine:					
DC4	DC4	73.0	128.74	153.86	282.60
Helicopters:					
Small*		1.6 - 5.0	47.45	52.78	100.23
Large		7.0 - 13.0	78.92	109.37	188.29

* (Includes one Alouette III.)

TABLE 2. Average Costs per Hour and Number of Hours Flown, Selected Carriers, 1968

Aircraft type	Carrier rank	Operating expenses per hour flown			Average no. of hours flown per aircraft 1968
		Flying	Other	Total	
		$	$	$	
Cessna 180	1	14.26	11.88	26.14	133
	2	16.90	16.43	33.33	553
	3	17.26	10.54	27.80	457
	4	23.03	17.69	40.72	413
	5	27.42	29.00	56.42	333
	6	32.36	36.98	69.34	579
	7	40.24	39.53	79.77	655
Cessna 185	1	25.65	40.57	66.22	564
	2	29.96	21.73	51.69	803
	3	46.94	45.22	92.16	170
Beaver (DHC2)	1	21.08	20.44	41.52	726
	2	21.70	20.29	41.99	682
	3	25.49	15.48	40.97	634
	4	28.84	38.99	67.83	698
	5	33.42	25.22	58.64	615
	6	34.29	21.88	56.17	692
	7	35.81	40.23	76.04	610
	8	36.78	54.10	90.88	525
	9	39.73	41.29	81.02	476
	10	46.87	46.02	92.89	539
Norseman IV, V, VI	1	29.16	35.96	65.12	533
	2	30.09	16.68	46.77	679
	3	33.34	25.80	59.14	656
	4	76.15	74.88	151.03	125
Otter (DHC3)	1	22.29	96.57	118.86	387
	2	31.78	82.45	114.23	737
	3	34.70	23.12	57.82	793
	4	36.57	35.92	72.49	789
	5	39.51	73.23	112.74	748
	6	46.60	51.00	97.60	773
	7	48.60	43.41	92.01	543
	8	54.10	38.81	92.91	935
	9	64.02	49.18	113.20	571

TABLE 2. Average Costs per Hour and Number of Hours Flown, Selected Carriers, 1968 - Continued

Aircraft type	Carrier rank	Operating expenses per hour flown			Average no. of hours flown per aircraft 1968
		Flying	Other	Total	
		$	$	$	
Piper Apache (PA-23-160)	1	18.49	30.76	49.25	111
	2	36.43	38.24	74.67	177
	3	48.96	37.93	86.89	309
Piper Aztec (PA-23-250)	1	11.33	49.54	60.87	345
	2	23.67	23.25	46.92	970
	3	38.58	54.18	92.76	578
	4	47.03	123.66	170.69	115
	5	52.77	48.30	101.07	441
	6	64.79	45.56	110.35	336
Beech 18	1	32.61	29.51	62.12	516
	2	38.52	56.95	95.47	517
	3	48.15	48.04	96.19	686
	4	58.02	79.04	137.06	295
	5	66.95	81.44	148.39	586
Twin Otter (DHC-6)	1	60.74	72.65	133.39	998
	2	67.60	81.46	149.06	1,890
	3	72.35	138.39	210.74	294
	4	72.65	150.24	222.89	817
	5	104.05	190.11	294.16	526
Douglas DC-3	1	29.94	227.15	257.09	136
	2	60.94	70.37	131.31	854
	3	68.47	85.18	153.65	1,234
	4	71.26	106.07	177.33	864
	5	72.23	87.67	159.90	1,038
	6	73.29	93.43	166.72	213
	7	73.32	73.18	146.50	846
	8	73.65	87.18	160.83	507
	9	76.67	67.37	144.04	681
	10	81.75	136.82	218.57	648
	11	82.90	62.27	145.17	851
	12	86.36	95.99	182.35	706
	13	102.07	66.77	168.84	566
	14	235.40	131.10	366.50	193

TABLE 2. Average Costs per Hour and Number of Hours Flown, Selected Carriers, 1968 - Concluded

Aircraft type	Carrier rank	Operating expenses per hour flown			Average no. of hours flown per aircraft 1968
		Flying	Other	Total	
		$	$	$	
Canso PBY	1	84.77	74.03	158.80	451
	2	87.42	81.65	169.07	342
	3	97.70	113.76	211.46	208
	4	159.07	339.49	498.56	158
	5	176.86	121.63	298.49	221
Douglas DC-4	1	112.72	140.41	253.13	1,627
	2	123.15	148.57	271.72	1,900
	3	125.15	102.15	227.30	1,927
	4	129.78	156.84	286.62	895
	5	131.21	159.83	291.04	1,726
	6	148.36	194.73	343.09	1,264
Small Helicopters	1	28.96	49.05	78.01	545
	2	30.10	28.55	58.65	826
	3	35.52	55.12	90.64	674
	4	39.73	48.48	88.21	699
	5	42.56	33.56	76.12	161
	6	44.27	38.16	82.43	519
	7	44.53	83.13	127.66	365
	8	51.11	81.44	132.55	363
	9	58.41	50.26	108.67	492
	10	67.40	61.70	129.10	510
Large Helicopters	1	48.60	146.42	195.02	405
	2	55.09	202.51	257.60	442
	3	65.97	113.62	179.59	422
	4	78.74	60.92	139.66	1,145
	5	80.98	130.72	211.70	644
	6	94.32	72.99	167.31	987
	7	190.01	174.99	365.00	85

Service Bulletin

AVIATION STATISTICS CENTRE

OTTAWA 4, CANADA

Vol. 1, No. 49
ASC-SB-3-19

September 1969
Preliminary

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Aircraft Movements Statistics
Airports with DOT Air Traffic Control Towers

During August 1969, aircraft activity at airports with Department of Transport control towers amounted to 416,477 movements, 39,580 more than during August 1968. Itinerant movements totalled 186,848 or 18,606 more. Local flights accounted for 220,675 movements, 19,323 higher than during August of last year. Simulated approaches were 1,651 higher with 8,954.

Data on aircraft movements at Whitehorse Airport during August 1969, were not available in time for final tabulation of this bulletin. However, the correct figures will be given in the monthly report Aircraft Movement Statistics.

For the sake of a more meaningful comparison of the data the year-to-date figures are added for this year and last year.

Inquiries related to the subject matter presented should be directed to Mr. Jan Bekooy, Aviation Statistics Centre, Congill Building, 12th floor, 275 Slater St., Ottawa 4. (Telephone 992-2957)

48705-501

Canadian TRANSPORT Commission

Airports with Department of Transport Towers
Total Aircraft Movements by Class of Operation, August 1969

Airports	Rank	Total	Rank	Itinerant (including scheduled)	Rank	Local	Rank	Simulated approaches
Abbotsford		10,894		5,307		5,156	8	431
Baie Comeau		3,197		1,347		1,845		5
Brandon		5,049		1,658		3,361		30
Buttonville	7	18,875		2,326	2	16,387		162
Calgary International	5	19,798	9	6,983	5	12,396	10	419
Cartierville		10,137		4,844		5,293		-
Edmonton Industrial	8	18,737	5	8,600	6	10,011		126
Edmonton International		4,467		2,323		1,282	3	862
Fort St. John		2,603		1,812		778		13
Fredericton		6,671		2,810		3,822		39
Gander International		7,530		2,609		4,755		166
Halifax International		6,194		3,215		2,956		23
Hamilton City	10	16,746		4,042	4	12,563		141
Kamloops		6,978		3,887		3,080		11
Lakehead		5,024		2,069		2,901		54
Lethbridge		4,269		1,692		2,564		13
London		10,292		4,422		5,688		182
Moncton		8,129		2,668		5,291		170
Montreal International	2	24,470	3	14,239	7	9,198	2	1,033
North Bay		5,024		2,378		2,114	6	532
Ottawa International	9	16,985	7	7,869	9	8,363	4	753
Pitt Meadows		12,754		5,148	10	7,606		-
Port Hardy		1,693		1,668		20		5
Prince George		4,443		2,269		2,174		-
Quebec		12,357		5,313		6,960		84
Regina		7,907		3,624		4,142		141
Saint John		2,043		1,474		475		94
St. Andrews		10,731		1,989	8	8,742		-
St. Hubert	1	32,624	6	7,874	1	24,461		289
St. Jean		4,346		1,916		2,409		21
St. John's		1,555		966		551		38
Saskatoon		7,154		3,378		3,356	9	420
Sept-Iles		3,364		2,494		849		21
Sydney		1,235		865		370		-
Toronto International	6	19,545	2	15,814		2,696	1	1,035
Toronto Island	3	21,758	8	7,050	3	14,708		-
Vancouver International	4	20,518	1	16,298		3,787	7	433
Victoria International		11,153	10	5,585		5,246		322
Wabush		631		599		26		6
Waterloo-Wellington		6,644		2,553		3,973		118
Whitehorse				NOT AVAILABLE AT PRESENT				
Windsor		7,300		2,199		4,961		140
Winnipeg International		14,653	4	10,672		3,359	5	622
Total August 1969		416,477		186,848		220,675		8,954
Year to Date 1969		3,015,542		1,257,367		1,671,279		86,896
Total August 1968		376,897		168,242		201,352		7,303
Year to Date 1968		2,832,523		1,161,553		1,589,192		81,778

Service Bulletin

AVIATION STATISTICS CENTRE

OTTAWA 4, CANADA

Vol. 1, No. 50
ASC-SB-4-16

September 1969
Preliminary

Civil Aviation - July 1969
Scheduled Carrier Operations

Preliminary figures for the six Canadian carriers performing scheduled air services have been compiled and the results shown on the opposite side of the page.

Note that additional information in the form of charter service passenger-miles and charter service goods ton-miles has been introduced into this issue of the Service Bulletin. As can be seen from the year-to-date comparative figures charter operations, especially for the regional carriers, have grown remarkably in percentage terms. However, figures for charter operations are still only a small fraction of those for unit toll services. The number of charter passenger-miles is less than 1/10 that shown for unit toll.

Enquiries concerning the material presented should be directed to Mr. K.J. Marks, Aviation Statistics Centre, Congill Building, 12th floor, 275 Slater St., Ottawa, Ontario. (Telephone 992-2957)

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Canadian TRANSPORT
Commission

Scheduled Air Carrier Operations
July 1969 Preliminary Data
All Figures are Expressed in '000's
(except Charter Hours)*

	July 1969				July 1968 total	Cumulative Jan.-July 1969 total	Cumulative Jan.-July 1968 total	% change 1969 cum. v's 1968 cum.
	Air Canada	CP Air	Four regional carriers(1)	Total(2)				
Operating statistics:								
Unit toll - Passenger-miles ..	686,860	198,047	36,516	921,423	822,513	4,432,164	4,249,536	+ 4.3
Goods ton-miles ..	14,993	3,786	900	19,679	15,585	131,891	105,777	+ 24.7
Mail ton-miles ...	2,118	470	132	2,719	1,355	19,441	16,359	+ 18.8
Charter hours* flown(3)	971	506	4,052	5,529	3,423	24,869	15,862	+ 56.8
Passenger-miles(4) ...	54,337	47,906	5,160	107,404	47,605	383,954	139,302	+ 175.6
Goods ton-miles(4) ...	71	2	1,769	1,842	1,873	29,551	6,675	+ 342.7
Fuel consumption: (gallons)								
Turbo and jet fuel	29,304	9,017	2,742	41,064	33,958	218,612	201,577	+ 8.4
Gasoline	-	1	847	848	1,569	5,066	8,798	- 42.4
Financial statistics:								
Operating revenues ..... $	44,346	12,868	6,549	63,763	54,947	327,495	294,247	+ 11.3
Operating expenses ..... $	36,265	11,493	5,634	53,391	45,319	313,589	286,524	+ 9.4
Operating income ..... $	8,081	1,375	1,036	10,492	9,627	14,026	7,724	+ 81.6

(1) The regional carriers whose statistics are presented are Eastern Provincial Airlines, Pacific Western Airlines, Quebecair and Transair.

(2) Operations of the six carriers represented in totals normally account for approximately 90% of the revenues and expenses of the Canadian Air Transport industry.

(3) The number of charter hours flown is that reported for aircraft in all weight groups.

(4) Charter passenger-miles and charter goods ton-miles are shown only for aircraft with a take-off weight of more than 18,000 lbs.

Service Bulletin

AVIATION STATISTICS CENTRE

OTTAWA 4, CANADA

Vol. 1, No. 51
ASC-SB-3-20

October 1969
Preliminary

Hours Flown by Canadian Civil Aircraft in 1967

In 1967, 7,304 civil aircraft registered in Canada with a valid certificate of airworthiness, flew 2,136,614 hours. Of this total 2,098 commercially operated aircraft flew 1,400,625 hours or 65.6% and 4,722 privately owned aircraft amassed 643,118 hours or 30.1% of total hours flown.

The table on the reverse side shows flying hours compiled from data on applications for certificates of airworthiness. It should be noted that the hours are collected by province of registration which does not necessarily coincide with the province where the flying activity took place.

Inquiries related to the subject-matter presented should be directed to Mr. Jan Bekooy, Aviation Statistics Centre, Congill Building, 12th Flr., 275 Slater St., Ottawa 4. (Telephone 992-2957)

8705-501

Canadian TRANSPORT Commission

DOMINION BUREAU OF STATISTICS • DEPARTMENT OF TRANSPORT • AIR TRANSPORT COMMITTEE

Hours Flown by Civil Aircraft Registered in Canada with a Valid Certificate of Airworthiness in 1967

Province of registration	Province total	Private	Commercial	State	Experimental	Commercial restricted	Ultra light	Private restricted
	Hours flown	Hours flown	Hours flown	Hours flown	Hours flown	Hours flown	Hours flown	Hours flown
Alberta	236,794	105,175	124,818	3,578	-	2,003	910	310
British Columbia	415,152	136,511	271,668*	2,616	-	3,382	975	-
Manitoba	142,991	45,433	90,854	5,461	-	-	129	1,114
Newfoundland	38,441	4,652	30,183	3,456	-	-	150	-
New Brunswick	26,986	11,638	14,101	-	-	618	629	-
Nova Scotia	14,318	5,414	7,851	1,053	-	-	-	-
Ontario	555,076	210,887	292,262	41,771	1,736	2,209	4,821	1,390
Prince Edward Isl.	1,913	1,653	258	-	-	-	2	-
Quebec	559,009	68,010	480,241**	6,197	593	2,858	1,110	-
Saskatchewan	110,467	46,635	60,032	1,506	-	898	478	918
North West Terr.	15,196	3,017	12,179	-	-	-	-	-
Yukon	20,271	4,093	16,178	-	-	-	-	-
Total Canada	2,136,614	643,118	1,400,625	65,638	2,329	11,968	9,204	3,732

* Includes CP Air aircraft registered in Vancouver, B.C.
** Includes Air Canada aircraft registered in Montreal, Que.

Service Bulletin

AVIATION STATISTICS CENTRE

OTTAWA 4, CANADA

Vol. 1, No. 52
ASC-SB-4-17

October 1969
Preliminary

Aircraft Fleet
Canadian Commercial Air Carriers
as of
January 15, 1969

Government
Publications

The following pages show a summary by make and model, of the number of aircraft reported by Canadian commercial air carriers as of January 15, 1969. The aircraft reported included owned and leased equipment with a valid certificate of airworthiness.

A table showing the changing size of the commercial fleet in Canada from 1960-1969 has also been included.

Note that 1969 figures are as of January 15 while those for previous years are as of July 15. Fleet size and composition is different from season to season, especially for smaller companies.

Inquiries concerning the data presented should be directed to Mr. K.J. Marks, Aviation Statistics Centre, 275 Slater Street, Ottawa 4, Ontario. (Telephone 992-2957)

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Canadian TRANSPORT
Commission

DOMINION BUREAU OF STATISTICS • DEPARTMENT OF TRANSPORT • AIR TRANSPORT COMMITTEE

Table 1. Group A Fixed-Wing Aircraft

Manufacturer	Model	Number
Boeing	Fortress B17G	1
	B707	2
	B727	1
	B737	7
Bristol	Freighter 170	6
Consolidated	Canso PBY5A	32
Convair	CV640	4
Curtiss Wright	C 46	1
Douglas	A 26	1
	DC 3	60
	DC 4	15
	DC 6	4
	DC 6B	5
	DC 7C	2
	DC 8-54	11
	DC 8-61	10
	DC 9	31
Fairchild	F 27	8
Grumman	Avenger TBM	14
Handley Page	Dart Herald	3
Hawker Siddeley	DH 125	2
	748	1
Lockheed	Hercules	1
	Lodestar 18-56	6
	L 1049	3
Martin	Mars JRM	2
Nihon	Nihon YS11	2
Vickers	Vanguard	23
	Viscount 724	1
	Viscount 757	37
Total		312

Table 2. Group B Fixed-Wing Aircraft

Manufacturer	Model	Number
Aero Commander	500	1
	520	1
	600	3
	680	11
	1121	3
	Turbo	1
Avro	Anson V	4
Barkley Grow	T-8P1	1
Beech	AT 11	2
	18	74

Table 2. Group B Fixed-Wing Aircraft - Continued

Manufacturer	Model	Number
Beech - Concluded	23-24	11
	33	2
	35	2
	C50	2
	55	10
	65	4
	90	1
	95	3
Bellanca	31-55	2
	65-75	1
Boeing	Stearman	21
Britten-Norman	Islander	1
Callair	A-9	8
	B-1	3
Cessna	180	261
	182	14
	185	67
	188	2
	195	2
	205	1
	206	23
	210	6
	310	15
	320	3
	337	9
	402	4
	411	2
	421	1
De Havilland	Beaver	163
	Turbo Beaver	4
	Dove 104	2
	Heron	2
	Otter	58
	Twin Otter	10
Dornier	28	3
Fairchild	Husky F11	4
Found Bros.	FBA 2C	12
Grumman	Avenger	4
	Goose G21	13
	G 159	2
	G 164	2
	Widgeon	5
	Mallard	3
Helio	Courier H391	1
	Courier H395	1
Lockheed	Electra 10 & 12	4
Howard Aero	Jobmaster	2
Mooney	MU-2	1
	M-21	1

Table 2. Group B Fixed-Wing Aircraft - Concluded

Manufacturer	Model	Number
Noorduyn Norseman	IV	8
	V	24
	VI	14
	UC 64	3
North American	Harvard	8
Navion	Ryan	1
Piper	PA18	1
	PA 22	1
	PA 23	116
	PA 24	4
	PA 25	16
	PA 30	7
	PA 31	4
	PA 32	3
Republic	Seebee	2
Scottish Aviation	Twin Pioneer	1
Snow	Commander	8
Stinson	SR 9 & 10	3
	108	1
	Reliant	1
United Consultants	Twin Bee UC-1	1
Waco		2
Total		1,108

Table 3. Group C Fixed-Wing Aircraft

Manufacturer	Model	Number
Aero Commander	100	3
Aeronca	Sedan 15	4
Alon	A2	2
Beech	Musketeer 23	1
Callair	A9	1
Cessna	120	1
	140	7
	150	337
	170	5
	172	188
	175	4
	177	9
	305	1
Champion	Traveller 7	54
	402	1
Fleet	Canuck 80	30

Table 3. Group C Fixed-Wing Aircraft - Concluded

Manufacturer	Model	Number
Forney	Ercoupe 415	2
Lake Acft	LA4	1
Luscombe (Silvaire)	Observer 8	4
Maule	M 4	2
Piper	PA 11	5
	PA 12	21
	PA 16	1
	PA 18	69
	PA 22	46
	PA 25	5
	PA 28	162
	PJ 3	14
Stinson	Voyageur 108	5
Taylorcraft	BC 12	1
Total		986

Table 4. Helicopters

Manufacturer	Model	Number
Group B		
Bell	204	10
Sikorsky	S-55	12
	S-58	1
Sud Aviation	Alouette 2	12
	Alouette 3	1
Boeing-Vertol	42 A	3
	42 B	1
Total Group B		40
Group C		
Bell	206A	21
	47	197
Brantley	B 2	2
	305	1
Hiller	UH 12	32
	FH 1100	19
Hughes	269	7
	300	5
Total Group C		284
Total Group B & C		324

Table 5. Canadian Commercial Air Carrier Fleet by Type of Power Plant

Year	Total A/C in Fleet	Fixed-Wing Aircraft				Helicopters		
		Turbo Jet	Turbo Prop	Piston Engine	Total	Turbine	Piston	Total
1960	1,630	3	58	1,444	1,505	-	125	125
1964	2,043	20	79	1,726	1,825	1	217	218
1965	2,157	21	75	1,801	1,897	5	255	260
1966	2,371	29	77	1,971	2,077	14	280	294
1967	2,605	40	80	2,155	2,275	23	307	330
1968	2,763	70	94	2,255	2,419	60	284	344
1969(1)	2,730	83	96	2,227	2,406	63	261	324

(1) Figures for 1969 are as of January 15, 1969; all other years are as of July 15.

Service Bulletin

AVIATION STATISTICS CENTRE

OTTAWA 4, CANADA

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October 1969
Preliminary

Government Publications

Aircraft Movements Statistics
Airports with DOT Air Traffic Control Towers

During September 1969, aircraft activity at airports with Department of Transport control towers amounted to 356,079 movements, 22,694 more than during September 1968. Itinerant movements totalled 158,643 or 13,572 more. Local flights accounted for 188,833 movements 7,689 higher than September of last year. Simulated approaches were 1,433 higher with 8,603.

For the sake of a more meaningful comparison of the data the year-to-date figures are added for this year and last year.

Inquiries related to the subject-matter presented should be directed to Mr. Jan Bekooy, Aviation Statistics Centre, Congill Building, 12th floor, 275 Slater St., Ottawa 4. (Telephone 992-2957)



8705-501

Canadian TRANSPORT Commission

DOMINION BUREAU OF STATISTICS • DEPARTMENT OF TRANSPORT • AIR TRANSPORT COMMITTEE

Airports with Department of Transport Towers
Total Aircraft Movements by Class of Operation, September 1969

Airports	Rank	Total	Rank	Itinerant (including scheduled)	Rank	Local	Rank	Simulated approaches
Abbotsford		5,656		2,240		2,826	5	590
Baie Comeau		2,418		1,183		1,231		4
Brandon		3,878		1,322		2,527		29
Buttonville	6	17,840		2,146	2	15,537		157
Calgary International	5	17,855	8	6,160	4	11,328	6	367
Cartierville		5,994		3,586		2,408		-
Edmonton Industrial	9	13,738	7	6,511	9	7,058		169
Edmonton International		3,455		2,039		826	5	590
Fort St. John		1,594		1,212		382		-
Fredericton		4,579		2,198		2,324		57
Gander International		6,718		2,245		4,368		105
Halifax International		4,833		2,735		2,028		70
Hamilton City	10	13,643		3,192	5	10,135	9	316
Kamloops		4,108		2,175		1,916		17
Lakehead		3,402		1,800		1,595		7
Lethbridge		4,704		1,496		3,120		88
London		9,721		3,631		5,854		236
Moncton		7,891		2,251		5,386	10	254
Montreal International	2	21,938	2	13,669	8	7,345	2	924
North Bay		4,555		1,955		2,273	7	327
Ottawa International	7	17,150	5	8,008	7	8,359	3	783
Penticton		2,628		1,368		1,243		17
Pitt Meadows		9,548		3,684	10	5,864		-
Port Hardy		1,197		1,179		12		6
Prince George		4,501		2,123		2,368		10
Quebec		10,282	10	4,694		5,476		112
Regina		7,257		3,154		4,003		100
Saint John		1,790		1,272		411		107
St. Andrews		10,332		1,733	6	8,599		-
St. Hubert	1	25,738	6	6,693	1	18,839		206
St. Jean		1,260		691		564		5
St. John's		1,241		860		369		12
Saskatoon		6,430		2,664		3,630		136
Sept-Iles		2,258		1,866		348		44
Sydney		1,205		801		402		2
Toronto International	4	18,551	1	15,251		2,351	1	949
Toronto Island	3	19,990	9	5,598	3	14,392		-
Vancouver International	8	14,796	3	12,458		1,829	6	509
Victoria International		7,781		3,929		3,534	8	318
Wabush		801		526		258		17
Waterloo-Wellington		6,470		2,418		3,940		112
Whitehorse		6,362		2,311		3,998		53
Windsor		6,974		1,931		4,946		97
Winnipeg International		13,017	4	9,685		2,631	4	701
Total September 1969		356,079		158,643		188,833		8,603
Total September 1968		313,285		145,071		161,144		7,170
Accum. to September 1969		3,384,299		1,420,698		1,868,682		95,519
Accum. to September 1968		3,165,908		1,396,824		1,770,336		88,948

BULLETIN de service

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275 SLATER, OTTAWA 4, ONTARIO

Aviation Statistics Centre/Centre des statistiques de l'aviation

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AIR CARRIER OPERATIONS BY REGIONS

The accompanying tables show, on a regional basis, revenue hours flown and revenues earned by Canadian Group III and IV carriers. These are carriers not performing any scheduled services and whose annual revenues exceed $100,000.

Data for each carrier is assigned to a particular region according to the geographic location of the main base of operations. In the tables the Atlantic region comprises Newfoundland, Labrador, New Brunswick, Nova Scotia and Prince Edward Island and the Prairies comprises Manitoba, Saskatchewan and Alberta. The remaining tables cover individual provinces or territories.

Fixed-wing carriers are those operating either fixed-wing aircraft only or fixed-wing and rotary-wing aircraft. The figures for rotary-wing operations cover carriers operating rotary-wing aircraft only.

Charter transportation is transportation performed under Class 4 and 5 licences as issued by the Air Transport Committee of the Canadian Transport Commission. Unit toll transportation is transportation performed under Classes 1, 2, 3, 8, 9-2 and 9-3 licences. Specialty flying is revenue flying services performed for special purposes other than the transportation of passengers and goods, for example, flying training, recreational flying, aerial photography, etc.

Inquiries related to the subject-matter should be directed to Mr. Ken Marks, Aviation Statistics Centre, ConGill Building, 12th. floor, 275 Slater St., Ottawa 4. (Telephone 992-2957)

OPÉRATIONS DE TRANSPORTEURS AÉRIENS, PAR RÉGION

Les tableaux qui suivent indiquent, sur une base régionale, le nombre d'heures payantes et les recettes des transporteurs aériens canadiens appartenant aux groupes III et IV, c'est-à-dire qui n'ont pas d'horaire fixe et dont les revenus annuels dépassent $100,000.

Les chiffres relatifs à chaque transporteur sont répartis par régions, selon l'emplacement géographique de la base principale des opérations. Dans les tableaux, la région atlantique comprend Terre-Neuve, le Labrador, le Nouveau-Brunswick, la Nouvelle-Écosse et l'Île-du-Prince-Édouard. La région des Prairies comprend le Manitoba, la Saskatchewan et l'Alberta. Les autres tableaux portent sur des provinces ou des territoires déterminés.

Les transporteurs utilisant des aéronefs à voilure fixe et à voilure tournante sont classés sous le titre "voilure fixe". Les transporteurs n'utilisant que des aéronefs à voilure tournante sont classés sous le titre "voilure tournante".

Les services de frètement désignent le transport effectué en vertu des permis 4 et 5 délivrés par le Comité des transports aériens de la Commission canadienne des transports. Les services à taxe unitaire sont des services exploités en vertu de permis des classes 1, 2, 3, 8, 9-2 et 9-3. Les services spécialisés s'entendent de services aériens payants utilisés à des fins particulières, autres que le transport des passagers et des marchandises, par exemple, l'entraînement au vol, le vol récréatif, la photographie aérienne, etc.

Pour les renseignements consernant le contenu du bulletin on voudra bien s'adresser à M. Ken Marks, au Centre de la Statistique de l'Aviation Ed. ConGill, 12e étage, 275, rue Slater, Ottawa 4, (No de téléphone 992-2957)

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Atlantic -- Atlantique

Year - - Année	Charter SERVICES Frètement		Unit toll SERVICES Taxe unitaire		Specialty SERVICES Spécialisés	
	Hours - - Heures	Dollars	Hours - - Heures	Dollars	Hours - - Heures	Dollars
	Fixed-wing -- Voilure fixe					
1964	936	81,943	-	-	1,627	30,183
1966	4,864	349,841	561	33,380	4,278	126,250
1968	6,421	494,619	99	7,652	6,973	308,592
	Rotary-wing -- Voilure tournante					
1964	-	-	-	-	-	-
1966	-	-	-	-	-	-
1968	-	-	-	-	-	-

Québec

Year - - Année	Charter SERVICES Frètement		Unit toll SERVICES Taxe unitaire		Specialty SERVICES Spécialisés	
	Hours - - Heures	Dollars	Hours - - Heures	Dollars	Hours - - Heures	Dollars
	Fixed-wing -- Voilure fixe					
1964	30,146	3,390,366	6,301	996,187	18,011	762,795
1966	30,784	3,442,861	3,431	328,703	28,553	1,223,718
1968	39,068	4,607,039	4,606	529,242	40,725	2,040,112
	Rotary-wing -- Voilure tournante					
1964	11,595	1,131,213	-	-	2,671	269,980
1966	14,759	1,689,347	-	-	1,087	104,978
1968	15,593	2,109,983	-	-	1,835	149,812

Ontario

Year - - Année	Charter SERVICES Frètement		Unit toll SERVICES Taxe unitaire		Specialty SERVICES Spécialisés	
	Hours - - Heures	Dollars	Hours - - Heures	Dollars	Hours - - Heures	Dollars
	Fixed-wing -- Voilure fixe					
1964	45,527	3,483,315	5,826	611,086	45,746	2,528,672
1966	53,506	4,189,324	7,025	833,982	72,494	3,460,215
1968	64,636	6,276,142	10,594	1,205,598	80,233	3,921,380
	Rotary wing -- Voilure tournante					
1964	10,771	990,340	64	133	933	83,321
1966	17,590	1,758,804	-	-	7,208	614,859
1968	24,796	3,285,723	-	-	7,539	675,430

Prairies

Year - - Année	Charter SERVICES Frètement		Unit toll SERVICES Taxe unitaire		Specialty SERVICES Spécialisés	
	Hours - - Heures	Dollars	Hours - - Heures	Dollars	Hours - - Heures	Dollars
	Fixed-wing -- Voilure fixe					
1964	38,290	3,709,347	2,757	243,633	7,420	350,480
1966	69,227	6,354,304	5,554	586,196	18,587	612,510
1968	85,393	8,773,044	18,584	2,316,460	34,641	1,672,900
	Rotary-wing -- Voilure tournante					
1964	14,978	1,565,403	-	-	906	247,904
1966	38,384	5,022,049	-	-	1,070	375,474
1968	40,270	5,826,800	-	-	3,116	688,484

British Columbia/Yukon -- Colombie Britannique/Yukon

Year - - Année	Charter SERVICES Frètement		Unit toll SERVICES Taxe unitaire		Specialty SERVICES Spécialisés	
	Hours - - Heures	Dollars	Hours - - Heures	Dollars	Hours - - Heures	Dollars
	Fixed-wing -- Voilure fixe					
1964	32,768	1,954,388	13,973	1,401,972	11,268	688,377
1966	54,352	3,988,816	21,624	2,009,834	45,998	1,376,161
1968	56,752	4,838,084	24,140	2,501,802	55,414	1,591,909
	Rotary-wing -- Voilure tournante					
1964	19,156	2,704,908	-	-	3,407	390,230
1966	28,343	4,189,991	-	-	3,881	445,381
1968	30,906	4,869,483	-	-	9,412	1,686,486

Northwest Territories/Arctic -- Territoires du Nord-Ouest/Arctique

Year - - Année	Charter SERVICES Frètement		Unit toll SERVICES Taxe unitaire		Specialty SERVICES Spécialisés	
	Hours - - Heures	Dollars	Hours - - Heures	Dollars	Hours - - Heures	Dollars
	Fixed-wing -- Voilure fixe					
1964	7,082	2,079,761	-	-	136	17,691
1966	10,526	5,206,068	-	-	498	57,812
1968	16,087	2,547,518	369	102,594	235	16,502
	Rotary-wing -- Voilure tournante					
1964	-	-	-	-	-	-
1966	-	-	-	-	-	-
1968	-	-	-	-	-	-

Service Bulletin

AVIATION STATISTICS CENTRE

OTTAWA 4, CANADA

Government Publications

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Preliminary

Civil Aviation - August 1969

Scheduled Carrier Operations

Preliminary figures for the six Canadian airlines which perform scheduled services have been compiled and the results tabulated.

Year-to-date figures show that 1969 operations and incomes were greater than in the first eight months of 1968. Especially large percentage changes are shown for unit toll goods ton-miles, charter hours, charter passenger-miles and charter goods ton-miles. Almost all of the greatly increased charter goods traffic was accounted for by the regional carriers in their role as transporters of materials and supplies to resource development projects in remote sections of Canada.

Enquiries concerning the material presented should be directed to Mr. K.J. Marks, Aviation Statistics Centre, Congill Building, 12th floor, 275 Slater Street, Ottawa, Ontario. (Telephone 992-2957)

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Canadian TRANSPORT Commission

DOMINION BUREAU OF STATISTICS • DEPARTMENT OF TRANSPORT • AIR TRANSPORT COMMITTEE

Scheduled Air Carrier Operations
August 1969 Preliminary Data
All Figures are Expressed in '000's
(except Charter Hours)*

	August 1969				August 1968 total	Cumulative Jan.-Aug. 1969 total	Cumulative Jan.-Aug. 1968 total	% change 1969 cum. v's 1968 cum.
	Air Canada	CP Air	Four regional carriers(1)	Total(2)				
Operating statistics:								
Unit toll - Passenger-miles ..	755,674	230,697	40,932	1,027,304	861,785	5,459,468	5,111,321	+ 6.8
Goods ton-miles ..	14,372	3,983	906	19,261	16,162	151,152	121,939	+ 23.9
Mail ton-miles ...	2,015	501	144	2,660	1,980	22,102	18,340	+ 20.5
Charter - Hours* flown (Actual)	1,039	455	3,365	4,859	3,474	29,728	19,336	+ 53.7
Passenger-miles ..	55,642	42,449	6,014	104,105	52,961	488,059	192,263	+ 153.8
Goods ton-miles ..	67	-	1,569	1,635	577	31,186	7,251	+ 330.1
Fuel consumption: (gallons)								
Turbo and Jet Fuel	29,352	9,778	2,295	41,425	34,608	260,037	236,186	+ 10.1
Gasoline	-	2	742	744	1,439	5,809	10,237	— 43.3
Financial statistics:								
Operating revenues .....$	47,863	14,992	6,693	69,549	57,835	397,043	352,082	+ 12.8
Operating expenses ..... $	36,677	11,513	6,048	54,238	45,497	367,827	332,021	+ 10.8
Operating income ..... $	11,186	3,497	645	15,329	12,338	29,355	20,062	+ 46.3

(1) The regional carriers whose statistics are presented are Eastern Provincial Airlines, Pacific Western Airlines, Quebecair and Transair.

(2) Operations of the six carriers represented in totals normally account for approximately 90% of the revenues and expenses of the Canadian Air Transport industry.

Service Bulletin

AVIATION STATISTICS CENTRE

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Utilization by Aircraft Type of Canadian Civil Aircraft in 1967

The tables on the following pages show the number of hours flown by each type of aircraft registered in Canada in 1967. The list is compiled from data reported on applications for certificates of airworthiness.

In order to keep the length of the list within reasonable bounds, some models of the same type of aircraft with corresponding flying characteristics are grouped together.

The aircraft types are identified in accordance with the DOT Air Traffic Control "List of Aircraft Abbreviations".

Inquiries related to the subject-matter presented should be directed to Mr. Jan Bekooy, Aviation Statistics Centre, Congill Building, 12th Floor, 275 Slater Street, Ottawa 4. (Telephone 992-2957)

48703-501

Canadian TRANSPORT Commission

Table 1. Hours Flown by Canadian Registered Aircraft in 1967
by Manufacturer, Name and Model
by Province of Registration

Manufacturer	Model	Canada	B.C.	Alta.	Sask.	Man.	Ont.	Que.	N.B.	N.S.	P.E.I.	Nfld.	N.W.T.	Yukon
		Hours flown	Hours flown	Hours flown	Hours flown	Hours flown	Hours flown	Hours flown	Hours flown	Hours flown	Hours flown	Hours flown	Hours flown	Hours flown
Ace Aircraft:														
Corben Baby Ace	AACE	304					304							
Aero Commander:														
Commander	100	403		113	150	18	122							
Commander	200	42					42							
Commander	500	2,965	38	1,154			289	667	817					
Commander	520	64					64							
Commander	560	1,478		281			1,031				166			
Super Commander	680	6,313	250	293		200	2,972	1,654	944					
Alti-Cruiser	720	458							458					
Jet Commander	1121	3,052		163			2,352	190				347		
Grand Commander	AC60	420		420										
Aeronca:														
Scout	KC, 50, 65	594	28	69	60		148	215			74			
Chief (Super)	11	7,795	1,373	459	881	1,180	2,967	465	82	258	104	26		
Sedan	15AC	2,138	786	1	216	166	447	522						
Aeronca	058	56								56				
Avro. (A.V. [illegible])														
- - -	748	412				412								
Anson (Federal)	V	1,776				409	1,367							
Auster Aircraft:														
Auster	Mark 6	627		198			291	138						
Barkley Grow.														
- - -	T8P1	522				522								
Beech Acft.: (Beechcraft)														
Stagger Wing	17	182	15	69			48	33	17					
Musketeer	23	5,782	700	1,258	816	1,133	1,018	857						
Debonair	33	1,177		1,012			165	0						
Bonanza	35	8,788	1,693	3,426	412	1,306	1,125	377	257	159	29			4
Mentor	45	686			63	623								
Kansan	AT 11	211						211						
Expeditor	18	16,173	705	2,398	1,283	2,930	6,876	470				276	1,235	
Super	18S	13,602	1,187	1,342	782	2,043	6,543	1,545				160		
Expeditor (Turbo Conv.)	18	415	415											
Twin Bonanza (Seminole)	50	2,639	892	1,747										
Baron	A55	6,694	219	760	764	138	2,080	2,153	166			414		
Queen Air	65	4,611		525		392	3,409	285						
Queenair 80/A80	80	1,540		591		530	419							
King Air	90	2,161					1,621	540						
Travelair	95	7,236	194	4,155	196	675	1,342	554						120
Bellanca Acft.. (Inc. Downer & Northern)														
Cruisair Sr./Cruismaster	14-13/14-19	614	39	198	96		215	7	59					
Skyrocket	31-35	784	132			411		241						
Aircruiser	66-75	280					280							

Table 1. Hours Flown by Canadian Registered Aircraft in 1967
by Manufacturer, Name and Model
by Province of Registration - Continued

Manufacturer	Model	Canada	B.C.	Alta.	Sask.	Man.	Ont.	Que.	N.B.	N.S.	P.E.I.	Nfld.	N.W.T.	Yukon
		Hours flown	Hours flown	Hours flown	Hours flown	Hours flown	Hours flown	Hours flown	Hours flown	Hours flown	Hours flown	Hours flown	Hours flown	Hours flown
Boeing Airplane: (Stearman)														
Fortress	B17	1					1							
Stearman	75	4,864	671	61			1,918	2,214						
Stratoliner 120 series	B-707-120	1,310	1,310											
Astrojet	727	3,583					3,583							
Bristol Acft.:														
Freighter	170	891	5	886										
Britten-Norman Ltd.:														
Islander	BN2	0				0								
Callair Inc.:														
Callair	A-2, A-3, A-4	812		571	178	63								
Callair	A-5, A-6, A-7	587		587										
Canadair Ltd.:														
North Star	M2; C5	494					494							
- - -	CL215	0						0						
Freightliner (Yukon)	CL44	753	753											
Cessna Acft.:														
Cessna	140	11,926	2,810	2,449	1,199	1,583	1,475	733	161	453	29	883	151	
Cessna	150	190,195	41,393	18,147	7,966	16,676	75,177	24,588	1,189	3,106	0	729		1,224
Cessna	170	15,217	3,240	1,967	4,857	1,939	2,082	707	93			130	202	
Skyhawk	172	118,454	32,272	6,491	10,641	5,011	42,795	16,538	2,860	1,178	304	104	115	145
Skylark	175	4,757	1,152	1,053	1,011	45	827	185	365	119				
Cessna	177	887	89	109	136	0	553				0			
Cessna	180	136,822	27,331	13,642	11,811	14,771	39,457	19,913	173	139	258	3,263	4,173	1,891
Skylane	182	15,570	3,902	1,112	1,428	972	6,636	1,118	376	26				
Skywagon	185	30,902	10,311	4,487	1,382	2,584	5,801	4,399				979	806	153
Agwagon	188	351		123	194	34								
Cessna	190	46		46										
Cessna	195	1,988	169	183	912		472	224					28	
Cessna	205	527	163	157			100		107					
Super Skywagon	206	12,532	3,161	4,655	518	928	832	2,301	137				0	
Cessna	210	2,743	836	401	131	516	659	73		127				
Bird Dog	305/321	416		416			0							
Twin Cessna	310	11,171	841	1,931	266	681	4,245	3,065			142			
Skymaster	336	365	365											
Cessna	337	3,515	1,414	209	244	254	1,066	328						
Skyknight	320	2,635		727		429	1,479							
Cessna	401	367						367						
Cessna	402	2,893		0	693	779	1,421							
Cessna	411	1,511		1,056			455							
Cessna	421	147	115	32		0	0							
Crane (Bobcat)	T50	111	95				16							
Cessna	120	5,208	1,824	311	1,065	85	905	628			18			372
Champion Acft.:														
Traveller-Challenger	Series 7	57,362	8,236	5,406	8,544	5,187	23,084	5,640	531	582		80	72	
Lancer	402	36						36						

Table 1. Hours Flown by Canadian Registered Aircraft in 1967
by Manufacturer, Name and Model
by Province of Registration - Continued

Manufacturer	Model	Canada	B.C.	Alta.	Sask.	Man.	Ont.	Que.	N.B.	N.S.	P.E.I.	Nfld.	N.W.T.	Yukon
		Hours flown	Hours flown	Hours flown	Hours flown	Hours flown	Hours flown	Hours flown	Hours flown	Hours flown	Hours flown	Hours flown	Hours flown	Hours flown
Commonwealth Acft.:														
Sky Ranger	185	79						79						
Convair:														
Canso (Catalina)	28-5A	9,367	338		823	1,661	3,494	1,967				1,084		
Convair	640	3,564	3,564											
Dassault (France):														
Mystere/Falcon Fan Jet	20	1,784	618	497			414	255						
DeHavilland														
Chipmunk	DHC-1	1,074	201	87			718	26		15				27
Beaver	DHC-2	110,178	21,795	8,698	9,371	5,009	36,875	21,699		666		3,772	94	2,199
Turbo Beaver	DHC-2	7,528				316	5,657					1,555		
Otter	DHC-3	43,826	3,556	5,173	2,504	6,045	13,082	6,597				4,009	2,860	
Caribou	DHC-4	2,719		1,360			1,359							
Twin Otter	DHC-6	6,604	0	3,216	157	1,226	835	0				278	892	
Tiger Moth	DH-82	226		61	7	1	143	14						
Gypsy Moth	DH-60	119		103			16							
Dominie	DH125	6,460		1,172		491	1,792	3,005						
Heron	DH114	371					243					128		
Dornier-Werke:														
Dornier	28	4,805	395	3,552				858						
Douglas Acft.:														
Skytrain/Dakota	DC3	55,324	5,560	8,395	989	6,657	12,864	13,004				6,925	930	
Super	DC3S	307				307								
Skymaster	DC4	19,697	2,988	1,632		6,344	3,105	3,654				1,974		
Liftmaster	DC6	24,190	24,190											
- - -	DC-6B	1,587	1,587											
- - -	DC-7B	582				582								
- - -	DC-9	37,694						37,694						
Douglas	DC8	106,979	35,303					71,676						
Fairchild Stratos: (Husky)														
Husky	F-11	1,294	494			405	395							
Husky	F24	65		0	6								14	45
Friendship (Fokker)	F-27	29,878		694			2,339	26,845						
Cornell	M-62	53		13			6		34					
Fleet Acft.:														
Finch	16B	18					14	4						
- - -	21M	7					7							
Canuck	80	24,921	9,263	6,571	363	30	6,458	828	960	448	0			
Forney Acft.: (Ercoupe)														
Ercoupe Club Air	E-415	9,034	3,061	1,104	333	459	2,489	1,535						53
Aircoupe	F-1	2,234	479	897	478	231	149							
Found Bros.: Aviation														
- - -	FBA-2C	5,903	2,009			635	1,590	953					716	

Table 1. Hours flown by Canadian Registered Aircraft in 1967
by Manufacturer, Name and Model
by Province of Registration - Continued

Manufacturer	Model	Canada	B.C.	Alta.	Sask.	Man.	Ont.	Que.	N.B.	N.S.	P.E.I.	Nfld.	N.W.T.	Yukon
		Hours flown	Hours flown	Hours flown	Hours flown	Hours flown	Hours flown	Hours flown	Hours flown	Hours flown	Hours flown	Hours flown	Hours flown	Hours flown
Funk Acft.:														
- - -	B75/B-85	186		146		40								
Gliders	All Models	8,924	649	1,200	211	459	4,524	1,854	27					
Grumman Acft.:														
Goose	G-21	7,570	5,797			394	1,379							
S.C.A.N.	30	225					204	21						
Widgeon & Super Widgeon	G-44	2,461	1,490			282	411	58				220		
Mallard	G 73	4,127	3,749				174	204						
Gulfstream	G-159	2,691					1,619	1,072						
AG-Cat	G-164	402					402							
Avenger	GTBM	2,819	2,575					156	88					
Gulfstream II	G1159	1					1							
Handley Page:														
Dart Herald	DART	4,981										4,981		
Helio Acft.:														
Courrier	H391	840	83	474			170						113	
Super Courrier	H395	1,293	181	810	136	0		78						88
Home-built Acft.:														
- - -	All Models	5,645	702	659	414	2	2,957	434	337	21	2	117		0
Howard Aero:														
Howard	DGA-8 & 15	79				12	67							
(Converted Ventura)	500	358		171									187	
Lake Acft. Corp. (Colonial)														
Skimmer (C-1, & C-2)	LA-4	1,001	38	109		30	622	91		111				
Colonial	C-1, C-2	74					74							
Lear:														
Learjet	23	1,288					1,288							
Lockheed Acft.:														
"Electra" (Piston)	10 & 12	1,294					0	1,123					171	
Lodestar	18	2,870		951		79	346	1,494						
Bushmaster (Lasa)	60	0		0										
Super Constellation	10 & 9GH	2,039						2,039						
Jetstar	329	961					961							
Hercules	L382	1,515	1,515											
Silver Star	T33	205					205							
Longreen Acft.:														
Centaur	101	60	60											
Maranda:														
Super Loisir	EM-1A	279	83						196					
Martin Co.:														
Mars	MJRM	323	323											

Table 1. Hours Flown by Canadian Registered Aircraft in 1967
by Manufacturer, Name and Model
by Province of Registration - Continued

Manufacturer	Model	Canada	B.C.	Alta.	Sask.	Man.	Ont.	Que.	N.B.	N.S.	P.E.I.	Nfld.	N.W.T.	Yukon
		Hours flown	Hours flown	Hours flown	Hours flown	Hours flown	Hours flown	Hours flown	Hours flown	Hours flown	Hours flown	Hours flown	Hours flown	Hours flown
Maule:														
Beedee	M-4	1,875	422	285	0	220	683	121	57	87				
Mong:														
Sport	MS2	4		4										
Mooney Acft.:														
Mite/Wee Scotsman	M18	22		0	22									
Mark 20	20	8,860	1,698	2,441	623	883	2,267	592			258	98		
Model M-21	21	661					661							
Morane Saulnier Acft.:														
Rallye-Rallye Super	MS880-MS885	440	210	209	21									
Navion Acft.:														
Rangemaster	NA1	726	287	72	193		142	32						
Recruiter	ST3K	1	1											
Twin Navion	D16	72	43				29							
Nihon Aeroplane Manufacturing:														
- - -	YS-11	51					51							
Noorduyn Norseman:														
Norseman	IV	2,794		190		474	872	1,107					151	
Norseman	V	10,179			880	2,087	5,128	2,084						
Norseman	VI	6,954		405		3,491	2,765	293					0	
North American:														
Harvard	NAT6	8,413	587	573	183	138	849	77		6			0	
Mitchell	B25	19		19										
Sabreliner	NA-265	136					136							
Mustang	P51	16					16							
Northwestern Aero:														
Porter Field	35	62	62											
Piaggo & Co.: (Trecker)														
Royal Gull	P-136	0	0											
Piper Aircraft:														
Cub Special	PA-11	6,244	1,274	155	307	510	3,026	858		114				
Super Cruiser	PA-12	16,380	1,799	2,675	1,687	1,985	6,911	986	42	78	129		46	42
Family Cruiser	PA-14	972	428	13		225	276							30
Vagabond	PA-15	502	127		4	176	195							
Clipper	PA-16	2,104	690	286	34	75	273	719	27					
"Vagabond"	PA-17	1,366	1,005	185	63	77	36							
Super Cub	PA-18	42,338	9,392	4,510	2,738	2,558	11,248	6,796	676	959		1,630	31	1,800
Cub Trainer	J-2	123				0	85	38						
Pacer	PA-20	2,612	259	553	265	368	752	287			39	89		
Cub Trainer	J3	25,381	4,353	733	1,139	4,671	12,585	1,384	67	133		133	161	22
Club Coupe	J4	2,375					2,347	18		10				
Tri Pacer/Caribbean/Colt	PA-22	44,408	4,508	7,399	3,047	5,753	18,146	2,120	1,116	905	241	1,094	21	58
Comanche	PA-24	14,877	2,001	4,454	1,510	962	3,223	1,562	524	34		607		
Pawnee	PA-25	4,014		931	243	1,010	1,747		83					

Table 1. Hours Flown by Canadian Registered Aircraft in 1967
by Manufacturer, Name and Model
by Province of Registration - Continued

Manufacturer	Model	Canada	B.C.	Alta.	Sask.	Man.	Ont.	Que.	N.B.	N.S.	P.E.I.	Nfld.	N.W.T.	Yukon
		Hours flown	Hours flown	Hours flown	Hours flown	Hours flown	Hours flown	Hours flown	Hours flown	Hours flown	Hours flown	Hours flown	Hours flown	Hours flown
Piper Aircraft: (Concluded)														
Cherokee	PA-28	95,826	19,493	12,166	7,643	5,592	26,579	13,435	7,599	2,492		827		0
Apache/Aztec	PA-23	60,860	10,149	9,698	4,185	3,103	21,014	7,315	2,282	1,403			722	989
Twin Comanche	PA-30	6,371	681	2,082	637	166	1,901	784			120			
Navajo	PA-31	835	100	110		424	201							
Cherokee Six	PA-32	1,276	352	380			194		350					
Cruiser	J5	569	264	38		91	176							
Pitts:														
Special	SIC	67					67							
Republic:														
Seabee	RC-3	3,500	1,837	1	97	148	1,120	195	87				15	
Scottish Aviation:														
Twin Pioneer	SCTP	41					41							
Silvaire:														
Observer	8 series	9,822	4,309	745	1,123	461	2,176	599	75	21		134	179	
Smith:														
Miniplane	DSA1	135	32		43		60			0				
Snow Aeronautical:														
- - -	S-2C	543		96					447					
Stinson: Div. of Convair														
Voyager/Station Wagon	105/108	12,234	2,426	1,702	664	2,246	4,010	713		0		103	296	74
Series 8, 9 & 10	Series 8, 9 & 10	2,082	290			325	527	276					664	
Reliant (Vultee)	V-77	5	0				5							
Stits Acft.:														
Playboy-Flut-R-Bug-Sky Coupe	SA-3B-6B-9A	572	0	2	11		430		96			33		
Superior Acft.:														
Culver-Cadet-Satellite	V	24	24											
Taylorcraft Inc.:														
Model BC, C, D	12, 15, 19, 65	9,857	2,534	959	1,382	1,201	2,548	939	39				151	104
Ranch Wagon	20	192	58	52						18		64		
Temco Acft.:														
Swift	GC1	1,922	386	10		52	498	976						
Luscombe	11A	78	78											
United Consultant Corp.:														
Twin Bee	RC-4	173						173						
Universal Globe	GC1	165	102					63						
Vickers Armstrong:														
Viscount	700 series	118,308				1,671	1,626	115,011						
Vanguard	950 series	69,263						69,263						

Table 1. Hours Flown by Canadian Registered Aircraft in 1967
by Manufacturer, Name and Model
by Province of Registration - Concluded

Manufacturer	Model	Canada	B.C.	Alta.	Sask.	Man.	Ont.	Que.	N.B.	N.S.	P.E.I.	Nfld.	N.W.T.	Yukon
		Hours flown	Hours flown	Hours flown	Hours flown	Hours flown	Hours flown	Hours flown	Hours flown	Hours flown	Hours flown	Hours flown	Hours flown	Hours flown
Waco:														
All single engined models	WACO	84	55		1		28							
Wittman:														
Tailwind	W8	82					82							
Curtiss Wright:														
Commando (CW-20)	C-46	4,010					4,010							

Table 2. Hours Flown by Canadian Registered Helicopters in 1967
by Manufacturer, Name and Model
by Province of Registration

Manufacturer	Model	Canada	B.C.	Alta.	Sask.	Man.	Ont.	Que.	N.B.	N.S.	P.E.I.	Nfld.	N.W.T.	Yukon
		Hours flown	Hours flown	Hours flown	Hours flown	Hours flown	Hours flown	Hours flown	Hours flown	Hours flown	Hours flown	Hours flown	Hours flown	Hours flown
Air and Space:														
- - -	18A	158		0			0	158						
Avian:														
Gyroplane	2/180	260	34	44	10			172						
Bell:														
Sioux/Trooper/Bellairus/Ranger	47	111,256	17,605	25,684	5,311	3,544	36,536	12,652	2,243	138				7,543
Iroquois	204	5,966	1,278	2,865		49	1,184	590						
Jet Ranger	206	6,872	2,392	1,114			2,788	578						0
Boeing-Vertol:														
Shawne/Work Horse	(105) 44	142					142							
Modified H-44	42A	437					437							
Chinook	114	313					313							
Brantly														
- - -	B-2	452					452							
Fairchild Hiller:														
- - -	1100	2,845	1,817	333			607							88
Raven	UH12	21,137	12,685	1,971			3,581							2,900
Hughes:														
- - -	269	6,324	251	235	128	73	1,433	4,008		196				
Republic: (Sud-Aviation)														
Alouette II	SE-3130	3,522		2,870				652						
Alouette III	SE-3160	1,502					1,502							
Sikorsky:														
Chikasaw	S-55	6,752	2,917	100		479		2,061				1,195		
Choctaw	S-58	904					904							
- - -	S-61	708					708							
- - -	S62	222					222							

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275 SLATER, OTTAWA 4, ONTARIO

Aviation Statistics Centre/Centre des statistiques de l'aviation

Vol. 1, No. 57
ASC-SB-3-022

Nov. 1969
Preliminary -- Préliminaire

Aircraft Movement Statistics

Airports with DOT Air Traffic Control Towers

During October 1969, aircraft activity at airports with Department of Transport control towers amounted to 362,961 movements, 39,410 more than during October 1968. Itinerant movements totalled 154,097 or 16,928 more. Local flights accounted for 198,757 movements, 20,681 higher than during October of last year. Simulated approaches were 1,801 higher with 10,107.

For the sake of a more meaningful comparison of the data the year-to-date figures are added for this year and last year.

Inquires related to the subject-matter should be directed to Mr. Jan Bekooy, Aviation Statistics Centre, Congill Building, 12th floor, 275 Slater St., Ottawa 4. (Telephone 992-2957)

Statistiques relatives au mouvements des aéronefs
Aéroports avec tours de contrôle de la circulation aérienne du ministère des Transports

En octobre 1969, on a enregistré dans les aéroports dotés d'une tour de contrôle du ministère des Transports 362,961 mouvements, soit 39,410 de plus qu'en octobre 1968. Le nombre des mouvements itinérants a atteint 154,097, (16,928 de plus). Il y a eu 198,757 mouvements locaux, soit 20,681 de plus qu'en octobre l'année dernière. Le nombre d'approches simulées a augmenté de 1,801 et atteint 10,107.

Afin de permettre des comparaisons significatives entre les données, on a ajouté aux chiffres de cette année ceux de la période correspondante de l'année dernière.

Toute demande de renseignement au sujet du contenu de ce bulletin doit être adressée à M. Jan Bekooy, Centre des statistiques de l'aviation, Edifice Congil, 12e étage, 275, rue Slater, Ottawa 4. (Téléphone 992-2957)

FEB 23 1970

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duced by the Aviation Statistics Centre, Transportation and Public Utilities Division, Dominion Bureau of Statistics,
behalf of the Department of Transport and the Canadian Transport Commission
igé par le Centre des statistiques de l'aviation, Division des transports et des services d'utilité publique, Bureau fédéral de la statistique,
r le Ministère des Transports et la Commission canadienne des transports

Airports with Department of Transport Towers
Total Aircraft Movements by Class of Operation, October 1969

Aéroports avec tours de contrôle du ministère des Transports
Total des mouvements d'aéronefs, par classe de vol, octobre 1969

Airports - - Aéroports	Rank - - Rang	Total	Rank - - Rang	Itinerant - - Itinérant	Rank - - Rang	Local - - Locaux	Rank - - Rang	Simula approa - - Approc simulé
Abbotsford		7,368		2,668		3,966	4	
Baie Comeau		2,537		1,146		1,384		
Brandon		4,569		1,274		3,273		
Buttonville	3	19,239		1,960	2	17,147		
Calgary International	6	17,946	8	5,943	4	11,356	6	
Cartierville		4,412		3,051		1,361		
Edmonton Industrial	8	16,568	6	7,326	7	9,062		
Edmonton International		4,118		2,015		1,207	3	
Fort St. John		1,497		1,173		256		
Fredericton		5,375		2,487		2,792		
Gander International		8,146		2,172		5,860		
Halifax International		4,546		2,705		1,730		
Hamilton City		12,647		3,317	8	9,026		
Kamloops		3,745		2,160		1,548		
Lakehead		3,223		1,519		1,677		
Lethbridge		3,783		1,250		2,448		
London		9,602		3,579		5,791		
Moncton		8,922		2,464		6,238		
Montreal International	2	22,339	2	13,365	9	7,888	1	1
North Bay		3,706		1,622		1,668	8	
Ottawa International	5	18,407	5	8,246	6	9,225	2	
Penticton		3,106		1,360		1,731		
Pitt Meadows		9,793		3,971		5,822		
Port Hardy		1,042		982		49		
Prince George		2,773		1,605		1,150		
Quebec		12,902	9	4,966	10	7,804		
Regina		8,104		2,768		5,102		
Saint John		2,137		1,451		595		
St. Andrews		11,128		1,748	5	9,356		
St. Hubert	1	27,010	7	6,946	1	19,711		
St. John's		1,145		832		264		
Saskatoon		8,422		2,891		5,142	9	
Sept-Iles		2,465		1,865		456		
Sydney		968		689		236		
Toronto International	7	17,447	1	14,546		2,354	7	
Toronto Island	4	18,886	10	4,773	3	14,113		
Vancouver International	9	13,163	3	11,501		1,298	10	
Victoria International		8,274		3,853		4,066		
Wabush		518		434		78		
Waterloo-Wellington		6,691		2,437		4,175		
Whitehorse		4,657		1,676		2,957		
Windsor		6,515		1,901		4,394		
Winnipeg International	10	13,120	4	9,460		3,001	5	
Total 1969		362,961		154,097		198,757		10
Total 1968		323,551		137,169		178,076		8
Accum. To 1969 cumulatif		3,749,097		1,575,335		2,068,070		105
Accum. To 1968 cumulatif		3,489,459		1,443,793		1,948,412		97

Canada. Statistics Bureau
Government Publications

BULLETIN de service

1969
UNIVERSITY OF TORONTO

275 SLATER, OTTAWA 4, ONTARIO

Aviation Statistics Centre/Centre des statistiques de l'aviation

Vol. 1, No. 58
ASC-SB-4-20

Nov. 1969
Revised -- Révisée

Revised Aircraft Fleet Canadian Commercial Air Carriers as of January 15, 1969

Errors and omissions in Service Bulletin No. 52 (Aircraft Fleet - Canadian Commercial Air Carriers) have made it necessary to issue a Revised Aircraft Fleet List. Table 1, "Group A Fixed-Wing Aircraft", Table 2, "Group B Fixed-Wing Aircraft" and Table 3 "Group C Fixed-Wing Aircraft" have been revised to include some omissions and to redistribute aircraft in their proper weight category. Table 4, "Helicopters" and Table 5, "Air Carrier Fleet by Type of Power Plant" remain unchanged since they were not affected by revisions made to other tables.

Inquiries concerning the information shown in this issue of the Service Bulletin should be directed to Mr. K.J. Marks, Aviation Statistics Centre, 275 Slater Street, Ottawa 4, Ontario (telephone 992-2957).

Matériel volant des transporteurs aériens commerciaux du Canada au 15 janvier 1969 (édition révisée)

Comme le Bulletin de service nº 52 (Aircraft Fleet - Canadian Commercial Air Carriers) comportait certaines erreurs et omissions, il a fallu réviser la liste du matériel volant. Le tableau 1, "Avions à voilure fixe du groupe A", le tableau 2, "Avions à voilure fixe du groupe B" et le tableau 3 "Avions à voilure fixe du groupe C" ont été révisés de façon à ce que les renseignements qui manquaient soient ajoutés et que les appareils soient reclassés, suivant leur poids, dans leur catégorie propre. Le tableau 4, "Hélicoptères" et le tableau 5, "Répartition du matériel volant suivant le mode de propulsion", sont restés tels quels, vu qu'ils ne sont pas touchés par les rectifications apportées aux autres tableaux.

On peut adresser toute demande de renseignements sur les statistiques contenues dans la présente livraison du Bulletin de service à M. K.J. Marks, Centre de la statistique de l'aviation, 275, rue Slater, Ottawa 4, Ontario (téléphone 992-2957).

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705-501

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Table 1. Group A Fixed-Wing Aircraft

Tableau 1. Avions à voilure fixe du groupe A

Manufacturer - - Constructeur	Model - - Type	Number - - Nombre
Boeing	Fortress	1
	B707	2
	B727	1
	B737	7
Bristol	Freighter 170	6
Consolidated	Canso 28-5A	32
Convair	640	4
Curtiss Wright	C 46	1
Douglas	A 26	1
	DC 3	60
	DC 4	15
	DC 6	4
	DC 6B	5
	DC 7C	2
	DC 8-40 series -- série	16
	DC 8-50 series -- série	11
	DC 8-60 series -- série	10
	DC 9-30 series -- série	31
Fairchild	F 27	8
Grumman	Avenger	18
	Gulfstream G159	2
Handley Page	Dart Herald	3
Hawker Siddeley	DH 125	2
	748	1
Lockheed	Hercules 382	1
	Lodestar 18	6
	Super Constellation 1049	3
Martin	Mars	2
Nihon	YS11	2
Vickers	Vanguard 950	23
	Viscount 700 series -- série	38
Total		318

Table 2. Group B Fixed-Wing Aircraft

Tableau 2. Avions à voilure fixe du groupe B

Manufacturer - - Constructeur	Model - - Type	Number - - Nombre
Aero	Commander 500	1
	Commander 520	1
	Commander 600	3

Table 2. Group B Fixed-Wing Aircraft - Continued

Tableau 2. Avions à voilure fixe du groupe B (suite)

Manufacturer - - Constructeur	Model - - Type	Number - - Nombre
Aero - Concluded -- (fin)	Commander 680	11
	Commander 1121	3
	Turbo Commander	1
Avro	Anson V	4
Barkley Grow	T 8P1	1
Beech	AT 11	2
	18	74
	Musketeer 23-24	11
	Debonair 33	2
	Bonanza 35	2
	Twin Bonanza 50	2
	Queen Air 65	1
	Queen Air 80	3
	King Air 90	1
	Travelair 95	13
Bellanca	Skyrocket 31-55	2
	Aircruiser 66-75	1
Boeing	Stearman 75	21
Britten-Norman	Islander BN2	1
Callair	A 9	8
	B 1	3
Cessna	180	261
	182	14
	185	67
	188	2
	195	2
	205	1
	206	23
	210	6
	310	15
	320	3
	337	9
	402	4
	411	2
	421	1
De Havilland	Beaver DHC2	163
	Turbo Beaver DHC2	4
	Dove 104	2
	Heron 114	2
	Otter DHC3	58
	Twin Otter DHC6	10
Dornier	28	3
Fairchild	Husky F11	4
Found Bros.	FBA 2C	12
Grumman	Goose G21	13
	AG-Cat G 164	2

Table 2. Group B Fixed-Wing Aircraft - Concluded

Tableau 2. Avions à voilure fixe du groupe B (fin)

Manufacturer Constructeur	Model Type	Number Nombre
Grumman - Concluded -- (fin)	Widgeon G44	5
	Mallard G73	3
Helio	Courier H391	1
	Courier H395	1
Lockheed	Electra 10 & 12	4
Howard Aero	Jobmaster DGA15	2
Mooney	MU-2	1
	M-21	1
Noorduyn	Norseman IV	8
	Norseman V	27
	Norseman VI	14
North American	Harvard	8
Navion	Ryan ST3	1
Piper	PA 23	116
	PA 24	4
	PA 25	16
	PA 28	2
	PA 30	7
	PA 31	4
	PA 32	3
Republic	Seebee RC3	2
Scottish Aviation	Twin Pioneer	1
Snow	Commander 600S2	8
Stinson	SR 9 & 10	3
	Reliant V77	1
United Consultants	Twin Bee UC 1	1
Waco	Siai Marchetti	2
Total		1,101

Table 3. Group C Fixed-Wing Aircraft

Tableau 3. Avions à voilure fixe du groupe C

Manufacturer Constructeur	Model Type	Number Nombre
Aero	Commander 100	3
Aeronca	Sedan 15	4
Alon	Aircoupe A2	2
Beech	Musketeer 23	1
Inco	Call Air A9	1

Table 3. Group C Fixed-Wing Aircraft - Concluded

Tableau 3. Avions à voilure fixe du groupe C (fin)

Manufacturer Constructeur	Model Type	Number Nombre
Cessna	120	1
	140	7
	150	337
	170	5
	172	188
	175	4
	177	9
	305	1
Champion	Traveller 7	54
	Lancer 402	1
Fleet	Canuck 80	30
Forney	Ercoupe 415	2
Lake Acft	Skimmer LA4	1
Luscombe (Silvaire)	Observer 8	4
Maule	Beedee M 4	2
Piper	PA 11	5
	PA 12	21
	PA 16	1
	PA 18	70
	PA 22	47
	PA 25	5
	PA 28	160
	J 3	14
Stinson	Voyager 108	6
Taylorcraft	BC 12	1
Total		987

Table 4. Helicopters

Tableau 4. Hélicoptères

Manufacturer Constructeur	Model Type	Number Nombre
Group B -- Groupe B		
Bell	204	10
Sikorsky	S-55	12
	S-58	1
Sud-Aviation	Alouette 2	12
	Alouette 3	1

Table 4. Helicopters - Concluded

Tableau 4. Hélicoptères (fin)

Manufacturer - - Constructeur	Model - - Type	Number - - Nombre
Group B - Concluded -- Groupe B (fin)		
Boeing-Vertol	42 A	3
	42 B	1
Group B - Total - Groupe B		40
Group C -- Groupe C		
Bell	206A	21
	47	197
Brantley	B 2	2
	305	1
Hiller	UH 12	32
	FH 1100	19
Hughes	269	7
	300	5
Group C - Total - Groupe C		284
Group B & C - Total - Groupes B et C		324

Table 5. Canadian Commercial Air Carrier Fleet by Type of Power Plant

Tableau 5. Répartition, suivant le mode de propulsion, du material volant des transporteurs aériens commerciaux du Canada

Year -- Année	Total A/C in fleet -- Nombre total d'appareils	Fixed-wing aircraft -- Avions à voilure fixe				Helicopters -- Hélicoptères		
		Turbo jet -- Turbo réacteur	Turbo prop -- Turbo propulseur	Piston engine -- Moteur à pistons	Total	Turbine	Piston engine -- Moteur à pistons	Total
1960	1,630	3	58	1,444	1,505	-	125	125
1964	2,043	20	79	1,726	1,825	1	217	218
1965	2,157	21	75	1,801	1,897	5	255	260
1966	2,371	29	77	1,971	2,077	14	280	294
1967	2,605	40	80	2,155	2,275	23	307	330
1968	2,763	70	94	2,255	2,419	60	284	344
1969(1)	2,730	83	96	2,227	2,406	63	261	324

(1) Figures for 1969 are as of January 15, 1969; all other years are as of July 15. -- (1) Les nombres pour 1969 sont ceux du 15 janvier; pour toutes les autres années, ils sont en date du 15 juillet.

Service
BULLETIN de service

Government Publications

275 SLATER, OTTAWA 4, ONTARIO

Aviation Statistics Centre/Centre des statistiques de l'aviation

Vol. 1, No. 59
ASC-SB-4-21

November 1969 Novembre
Preliminary -- Préliminaire

Civil Aviation - September 1969
Scheduled Carrier Operations

Preliminary figures for the six Canadian airlines which perform scheduled services have been compiled and the results tabulated.

The general picture for the month of September 1969 shows increases in all facets of operations compared to the situation reported a year earlier. However, operating income for the month declined in spite of increased operating revenues.

Year-to-date figures indicate that the first nine months of 1969 involved more flying activity and produced a larger operating income than in the same period of 1968. This situation is especially notable considering the fact that for thirty days in 1969 Air Canada was not operating because of a strike by employees.

The major areas of growth compared to 1968 have been in the fields of goods traffic and charter operations. Unit toll goods ton-miles are more than one fifth greater in 1969 while charter passenger-miles have almost tripled and charter goods ton-miles have nearly quadrupled.

Enquiries concerning the material presented should be directed to Canadian Transport Commission, Ottawa 4, Ontario. Attention: Aviation Statistics Centre, Mr. K.J. Marks (Telephone 992-2957).

Aviation civile - septembre 1969
Exploitation des transporteurs aériens offrant des services réguliers

Les statistiques provisoires des six compagnies aériennes qui offrent des vols réguliers ont été mises en tableau.

Une comparaison entre les données du mois de septembre 1968 et celles de septembre 1969 fait apparaître une augmentation de tous les chiffres relatifs à l'exploitation. Toutefois, le revenu d'exploitation, en dépit d'une augmentation des recettes d'exploitation, a diminué.

Le volume de l'activité des transporteurs aériens et de leurs recettes d'exploitation a été plus important au cours des trois premiers trimestres de cette année qu'au cours de la période correspondante de l'année dernière. Cela est d'autant plus remarquable que la société Air Canada a dû interrompre son activité pendant trente jours en 1969 à cause d'une grève de son personnel.

Les plus grands progrès ont eu lieu dans le transport de marchandises et les affrètements. Le nombre de tonnes-milles réalisées par les services à taxe unitaire a augmenté de plus d'un cinquième, celui de passager-milles en vols d'affrètement a presque triplé et enfin le volume de tonnes-milles de marchandises transportées en vols d'affrètement a presque quadruplé.

Adresser toute demande de renseignements supplémentaires à Commission canadienne des transports, Ottawa 4, Ontario. Attention: Centre des statistiques de l'aviation, M. K.J. Marks (Téléphone 992-2957).

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Produced by the Aviation Statistics Centre, Transportation and Public Utilities Division, Dominion Bureau of Statistics, on behalf of the Department of Transport and the Canadian Transport Commission
Rédigé par le Centre des statistiques de l'aviation, Division des transports et des services d'utilité publique, Bureau fédéral de la statistique, pour le Ministère des Transports et la Commission canadienne des transports

Scheduled Air Carrier Operations
September 1969 Preliminary Data

Exploitation des transporteurs aériens offrant des services réguliers
Septembre 1969 - Résultats provisoires

	September - - Septembre 1969				September - - Septembre 1968 total	Jan.-Sept. 1969 total	Jan.-Sept. 1968 total	% change - - Variation en % 1969 cum. V's 1968 cum.	
	Air Canada	CP Air	Four regional carriers(1) - - Quatre transporteurs régionaux(1)	Total(2)					
Operating statistics:									**Exploitation:**
Unit toll - Passenger-miles ..	575,268	181,511	32,729	789,508	706,317	6,248,817	5,817,639	+ 7.4	Taxe unitaire - Passagers-milles
Goods ton-miles ..	15,768	4,032	902	20,702	18,220	171,886	140,160	+ 22.6	Tonnes-milles de marchandises
Mail ton-miles ...	2,138	495	144	2,777	2,315	24,879	20,654	+ 20.4	Tonne-milles de courrier
Charter - Hours* flown (actual)	1,069	405	2,430	3,904	2,853	33,732	22,129	+ 52.4	Vols d'affrètement - Heures* réelles de vol
Passenger-miles	52,129	32,786	25,384	110,299	39,531	655,100	231,794	+ 182.6	Passagers-milles
Goods ton-miles	-	-	993	993	770	31,605	8,027	+ 293.7	Tonnes-milles de marchandises
Fuel consumption: (gallons)									**Consommation de combustible:** (gallons)
Turbo and jet fuel	27,480	9,027	2,559	39,066	32,142	300,693	268,328	+ 12.1	Combustible pour turbomoteurs et moteurs à réaction
Gasoline	-	7	607	614	1,249	6,529	11,485	- 43.2	Essence
Financial statistics:									**Statistiques financières:**
Operating revenues ..... $	40,678	12,362	5,296	58,336	50,637	455,379	402,720	+ 13.1	Recettes d'exploitation
Operating expenses ..... $	36,354	11,145	5,861	53,360	43,161	421,426	375,182	+ 12.3	Dépenses d'exploitation
Operating income ..... $	4,324	1,216	(565)	4,975	7,476	33,953	27,538	+ 23.3	Revenu d'exploitation

(1) Eastern Provincial Airlines, Pacific Western Airlines, Québecair and Transair. -- Eastern Provincial Airlines, Pacific Western Airlines, Québecair et Transair.

(2) Operations of the six carriers represented in totals normally account for approximately 90% of the revenues and expenses of the Canadian Air Transport industry. -- Ces six compagnies enregistrent habituellement quelque 90 p. 100 de toutes les recettes et dépenses d'exploitation de l'industries des transports aériens au Canada.

* All figures are expressed in '000's (except Charter Hours). -- Tous les chiffres sont exprimés en milliers (sauf les heures de vols d'affrètement).

service
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Publications

275 SLATER, OTTAWA 4, ONTARIO

Aviation Statistics Centre/Centre des statistiques de l'aviation

Vol. 1, No. 60
ASC-SB-2-12

December 1969 Décembre

Airport Activity

This bulletin is the first of a revised series in which data for the current year will be compared to that for the same period last year, at twenty-five of the top airports in Canada.

In this instance the period covered is the first half of 1968 and 1969.

A strike, which closed down Air Canada's operations from April 21 until May 20, had a significant impact on the 1969 figures.

Effective September 1, 1968 all 1st Class mail from the United States to Canada was shipped by air rather than by surface transportation. This is another factor to consider in comparing figures for the two years.

Inquiries relating to the data may be directed to the Canadian Transport Commission, Ottawa 4, Ontario. Attention: Aviation Statistics Centre, Mr. G.C. Coleman, (Telephone 613-992-2332).

Activité des aéroports

Le présent bulletin est le premier d'une série révisée qui contiendra les données de l'année en cours et de l'année précédente sur l'activité de vingt-cinq des plus importants aéroports du Canada.

La présente édition porte sur le premier semestre des années 1968 et 1969.

Une grève, qui a interrompu l'exploitation d'Air Canada du 1er avril au 20 mai, a eu une grande répercussion sur les résultats de 1969.

Depuis le 1er septembre 1968, tout le courrier de première classe expedié des Etats-Unis au Canada est transporté par voie aérienne plutôt que terrestre. Ceci est un autre facteur à considérer dans la comparaison des chiffres pour les deux années.

Adresser toute demande de renseignements sur les données du présent bulletin à la Commission canadienne des transports, Ottawa 4, Ontario. Attention: Centre des statistiques de l'aviation, M. G.C. Coleman (Téléphone 613-992-2332).

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oduced by the Aviation Statistics Centre, Transportation and Public Utilities Division, Dominion Bureau of Statistics,
behalf of the Department of Transport and the Canadian Transport Commission
digé par le Centre des statistiques de l'aviation, Division des transports et des services d'utilité publique, Bureau fédéral de la statistique,
ur le Ministère des Transports et la Commission canadienne des transports

Explanatory Notes - Airport Activity Tables

1. The data refers to regularly scheduled international and mainline domestic flights. Data concerning charter flights have not been included in the tables.

2. The data concerning international flights were collected on a census basis. Data concerning domestic flights were collected on a mixed 15 per cent sample and census basis. The sample is such that each day of the week is sampled twice each quarter, and there is at least one sample day in each week.

3. Cargo has been considered as express and freight.

4. The tables will not balance horizontally within the traffic categories which are "Domestic", "Transborder", and "Other International". This is because the intransit load may arrive at a station under one category, and depart under another. The traffic categories are derived by allocating the traffic according to the last stop made before arrival and the next stop planned after departure. For example, consider a flight from Calgary to London, England via Winnipeg. The arrival at Winnipeg, from Calgary would be classed as a "Domestic" arrival, and the departure from Winnipeg to London, England would be considered an "Other International" departure.

5. At airports where flight numbers changed, all traffic on board was reported deplaned as well as arrived.

6. All flights to and from Alaska have been considered under the category "International, Transborder". Beginning with 1968 data, flights to and from Hawaii have been included under the traffic category "International, Transborder".

Notes - explicatives - Tableaux de l'activit des aéroports

1. Les données ont trait aux vols réguliers sur les lignes internationales et sur les grande lignes intérieures. Les données sur les affrètements ne sont pas comprises dans les tableaux.

2. Les données sur les vols internationaux ont recueillies par voie de recensement. Les données sur les vols intérieurs ont été réun à partir d'un échantillon de 15 p. 100 et d' recensement. L'échantillon est choisi de fa à ce que chaque jour de la semaine soit obse deux fois par trimestre et qu'il y ait au mo un jour-échantillon par semaine.

3. Les "marchandises" comprennent les messageri et le fret.

4. Il peut y avoir absense de concordance dans lignes horizontales des rubriques "vols intérieurs", "vols transfrontaliers" et "aut vols internationaux" car ces vols peuvent changer de catégorie lors d'une escale. Les catégories sont établies, selon le cas, en fonction du dernier arrêt avant l'atterrissa ou du premier arrêt après le départ. Prenon l'exemple d'un vol Calgary-Londres avec esca à Winnipeg. Le vol Calgary-Winnipeg serait classé comme "vol intérieur", et le trajet Winnipeg-Londres comme "autre vol internatio

5. Lorsque le numéro de vol est modifié à un aéroport, le contenu de l'aéronef (voyageurs cargaison) est considéré comme étant arrivé destination et débarqué.

6. Tous les vols en provenance et à destination l'Alaska entrent dans la catégorie "vols tra frontaliers". Depuis 1968, les données sur vols en provenance ou à destination des îles Hawaii sont comprises dans la même catégorie

MONTREAL INTERNATIONAL AIRPORT AEROPORT INTERNATIONAL DE MONTREAL

Scheduled International and Mainline Domestic Traffic

Trafic international à horaire fixe et trafic intérieur de ligne principale

Period covered - - Période	Arriving load - - Charge à l'arrivée			Deplaned load - - Charge débarquée			Enplaned load - - Charge embarquée			Departing load - - Charge au départ		
January 1 to June 30 / 1er janvier au 30 juin	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passangers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises
		thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres	
Domestic -- Intérieur:												
1968	555,230	4,862.2	16,350.3	487,041	3,182.9	6,626.3	505,751	4,381.6	16,702.8	573,664	6,144.7	26,805.8
1969	554,577	5,340.2	16,901.2	487,046	4,714.9	12,033.7	517,278	5,873.6	27,366.0	583,974	6,549.5	33,637.2
% change -- variation %	**- 0.1**	**9.8**	**3.4**	**0.0**	**48.1**	**81.6**	**2.3**	**34.1**	**63.8**	**1.8**	**6.6**	**25.5**
International:												
Transborder -- Transfrontalier												
1968	290,002	746.4	10,160.7	266,586	685.4	6,185.4	251,352	347.9	3,075.4	274,660	555.5	9,804.0
1969	317,683	1,235.1	13,674.4	288,593	1,192.0	6,885.2	275,605	319.1	4,902.8	304,075	541.2	12,870.1
% change -- variation %	**9.5**	**65.5**	**34.6**	**8.3**	**73.9**	**11.3**	**9.6**	**- 8.3**	**59.4**	**10.7**	**- 2.6**	**31.3**
Other -- Autre:												
1968	169,506	1,601.2	27,649.0	121,076	1,102.0	18,882.1	105,067	883.0	5,659.5	153,881	1,152.0	11,024.2
1969	190,659	1,676.5	43,795.6	135,594	1,257.4	30,858.8	120,915	1,020.8	9,964.2	177,435	1,210.3	20,319.2
% change -- variation %	**12.5**	**4.7**	**58.4**	**12.0**	**14.1**	**63.4**	**15.1**	**15.6**	**76.1**	**15.3**	**5.1**	**84.3**
Total International:												
1968	459,508	2,347.6	37,809.7	387,662	1,787.3	25,067.5	356,419	1,230.9	8,734.9	428,541	1,707.5	20,828.1
1969	508,432	2,911.6	57,470.0	424,187	2,449.4	37,744.0	396,520	1,339.9	14,867.0	481,510	1,751.5	33,189.3
% change -- variation %	**10.6**	**24.0**	**52.0**	**9.4**	**37.0**	**50.6**	**11.3**	**8.9**	**70.2**	**12.4**	**2.6**	**59.3**
All services -- Tous les services:												
1968	1,014,738	7,209.8	54,160.0	874,703	4,970.2	31,963.8	862,170	5,612.5	25,437.7	1,002,205	7,852.2	47,633.9
1969	1,062,919	8,251.8	74,371.2	911,233	7,164.3	49,777.7	913,798	7,213.5	42,233.0	1,065,484	8,301.0	66,826.5
% change -- variation %	**4.7**	**14.5**	**37.3**	**4.2**	**44.1**	**55.7**	**6.0**	**28.5**	**66.0**	**6.3**	**5.7**	**40.3**

Note: Additions for mail and cargo may not balance due to rounding.
Nota: Les additions du courrier et des marchandises peuvent être inexactes parce que les chiffres sont arrondis.

TORONTO INTERNATIONAL AIRPORT AEROPORT INTERNATIONAL DE TORONTO

Scheduled International and Mainline Domestic Traffic

Trafic international à horaire fixe et trafic intérieur de ligne principale

Period covered - - période	Arriving load - - Charge à l'arrivée			Deplaned load --- Charge débarquée			Enplaned load - - Charge embarquée			Departing load - - Charge au départ		
January 1 to June 30 - - 1er janvier au 30 juin	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises
		thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres	
Domestic -- Intérieur:												
1968	744,861	7,297.8	22,465.1	667,649	4,058.5	8,904.5	665,600	5,060.6	16,772.4	742,180	8,184.2	31,100.0
1969	767,079	7,841.0	33,341.6	677,120	5,959.7	24,897.2	673,967	7,446.3	22,322.5	764,962	9,171.5	30,779.5
% change -- variation %	3.0	7.4	48.4	1.4	46.8	179.6	1.3	47.1	33.1	3.1	12.1	- 1.0
International:												
Transborder -- Transfrontalier												
1968	413,668	1,002.9	14,058.4	403,435	981.7	13,402.3	387,857	478.2	3,989.8	399,278	527.5	4,193.6
1969	468,469	2,224.8	15,263.7	457,520	2,202.7	14,554.6	434,187	492.3	5,201.3	444,115	520.2	5,458.5
% change -- variation %	13.2	121.8	8.6	13.4	124.4	8.6	11.9	2.9	30.4	11.2	- 1.4	30.2
Other -- Autre:												
1968	97,784	359.5	3,375.3	90,507	323.5	2,829.9	76,606	457.8	1,985.2	83,327	581.4	2,215.9
1969	98,150	313.9	3,537.1	90,278	288.4	3,461.5	76,899	291.6	3,157.4	84,756	467.3	3,672.2
% change -- variation %	0.4	- 12.7	4.8	- 0.3	- 10.9	22.3	0.4	- 36.3	59.0	1.7	- 19.6	65.7
Total International:												
1968	511,452	1,362.3	17,433.6	493,942	1,305.2	16,232.1	464,463	936.1	5,975.0	482,605	1,108.9	6,409.6
1969	566,619	2,538.7	18,800.8	547,798	2,491.1	18,016.1	511,086	783.9	8,358.7	528,871	987.5	9,130.7
% change -- variation %	10.8	86.4	7.8	10.9	90.9	11.0	10.0	- 16.3	39.9	9.6	- 11.0	42.5
All services -- Tous les services:												
1968	1,256,313	8,660.1	39,898.7	1,161,591	5,363.7	25,136.6	1,130,063	5,996.7	22,747.4	1,224,785	9,293.1	37,509.6
1969	1,333,698	10,379.7	52,142.4	1,224,918	8,450.8	42,913.3	1,185,053	8,230.2	30,681.2	1,293,833	10,159.0	39,910.2
% change -- variation %	6.2	19.9	30.7	5.5	57.6	70.7	4.9	37.2	34.9	5.6	9.3	6.4

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Aviation Statistics Centre/Centre des statistiques de l'aviation

Vol. No. 61
ASC-SB-3-23

December 1969 Decembre
Preliminary -- Préliminaire

Aircraft Movement Statistics

Airports with DOT Air Traffic Control Towers

During November 1969, aircraft activity at airports with Department of Transport control towers amounted to 304,656 movements, 10,537 more than during November 1968. Itinerant movements totalled 126,340 or 7,694 more. Local flights accounted for 168,480 movements, 1,926 higher than during November of last year. Simulated approaches were 917 higher with 9,836.

For the sake of a more meaningful comparison of the data the year-to-date figures are added for this year and last year.

Inquires related to the subject-matter should be directed to Department of Transport, Ottawa 4, Ontario. Attention: Aviation Statistics Centre, Mr. Jan Bekooy (Telephone 992-2957).

Statistiques relatives au mouvements des aéronefs

Aéroports avec tours de contrôle de la circulation aérienne du ministère des Transports

En novembre 1969, on a enregistré dans les aéroports dotés d'une tour de contrôle du ministère des Transports 304,656 mouvements, soit 10,537 de plus qu'en novembre 1968. Le nombre des mouvements itinérants a atteint 126,340 (7,694 de plus). Il y a eu 168,480 mouvements locaux, soit 1,926 de plus qu'en novembre l'année dernière. Le nombre d'approches simulées a augmenté de 917 et atteint 9,836.

Afin de permettre des comparaisons significatives entre les données, on a ajouté aux chiffres de cette année ceux de la période correspondante de l'année dernière.

Toute demande de renseignement au sujet du contenu de ce bulletin doit être adressée au Ministère des Transports, Ottawa 4, Ontario. Attention: Centre des statistiques de l'aviation, M. Jan Bekooy (Téléphone 992-2957).

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duced by the Aviation Statistics Centre, Transportation and Public Utilities Division, Dominion Bureau of Statistics,
behalf of the Department of Transport and the Canadian Transport Commission
igé par le Centre des statistiques de l'aviation, Division des transports et des services d'utilité publique, Bureau fédéral de la statistique,
r le Ministère des Transports et la Commission canadienne des transports

Airports with Department of Transport Towers
Total Aircraft Movements by Class of Operation, November, 1969

Aéroports avec tours de contrôle du ministère des Transports
Total des mouvements d'aéronefs, par classe de vol, novembre, 1969

Airports - Aéroports	Rank - Rang	Total	Rank - Rang	Itinerant - Itinérant	Rank - Rang	Local - Locaux	Rank - Rang	Simula approa - Approc simulé
Abbotsford	10	11,001		2,809	5	7,640	7	
Baie Comeau		1,829		769		1,060		
Brandon		4,063		1,174		2,858		
Buttonville	8	13,271		1,268	2	11,896		
Calgary International	2	17,850	8	5,657	3	11,503	5	
Cartierville		1,484		840		644		
Edmonton Industrial	6	14,034	5	6,901	8	6,884		
Edmonton International		4,430		1,952		1,323	1	1,
Fort St. John		1,221		919		224		
Fredericton		3,659		1,762		1,800		
Gander International		4,206		1,301		2,800		
Halifax International		4,311		2,302		1,852		
Hamilton City		9,934		2,132	7	7,309	8	
Kamloops		3,195		1,513		1,655		
Lakehead		3,642		1,638		1,795		
Lethbridge		2,489		799		1,646		
London		7,192		2,619		4,424		
Moncton		6,511		2,102		4,060	9	
Montreal International	3	17,780	2	11,568		5,418	3	
North Bay		2,715		1,020		1,417		
Ottawa International	7	13,711	6	6,882	9	6,228	6	
Oshawa		6,461		1,188		5,192		
Penticton		1,861		983		862		
Pitt Meadows		6,957		2,717		4,240		
Port Hardy		880		861		14		
Prince George		1,672		1,040		606		
Quebec		6,635	10	3,287		3,202		
Regina		8,610		2,713	10	5,796		
Saint John		1,794		1,288		408		
St. Andrews		9,067		1,591	6	7,476		
St. Hubert	1	24,581	7	6,349	1	18,024		
St. John's		1,439		751		672		
Saskatoon		6,857		2,604		3,962		
Sept-Iles		1,805		1,298		408		
Springbank		3,066		454		2,612		
Sydney		886		648		222		
Toronto International	4	15,368	1	12,862		1,750	4	
Toronto Island	5	14,135	9	3,315	4	10,820		
Vancouver International		9,775	4	8,580		859	10	
Victoria International		7,006		2,892		3,907		
Wabush		482		390		84		
Waterloo-Wellington		5,654		1,414		4,158		
Whitehorse		3,010		1,070		1,930		
Windsor		6,114		1,498		4,320		
Winnipeg International	9	12,013	3	8,620		2,520	2	
Total 1969 - 45 towers -- tours ..		304,656		126,340		168,480		9
Total 1968 - 40 towers -- tours ..		294,119		118,646		166,554		8
Accum. to 1969 cumulatif		4,053,753		1,701,675		2,236,550		115
Accum. to 1968 cumulatif		3,783,578		1,562,439		2,114,966		106

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Aviation Statistics Centre/Centre des statistiques de l'aviation

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Airport Activity

This bulletin is the second of a revised series in which data for the current year will be compared to that for the same period last year, at twenty-five of the top airports in Canada.

In this instance the period covered is the first half of 1968 and 1969.

A strike, which closed down Air Canada's operations from April 21 until May 20, had a significant impact on the 1969 figures.

Effective September 1, 1968 all 1st Class mail from the United States to Canada was shipped by air rather than by surface transportation. This is another factor to consider in comparing figures for the two years.

Inquiries relating to the data may be directed to the Canadian Transport Commission, Ottawa 4, Ontario. Attention: Aviation Statistics Centre, Mr. G.C. Coleman, (Telephone 613-992-2332).

Activité des aéroports

Le présent bulletin est le deuxième d'une série révisée qui contiendra les données de l'année en cours et de l'année précedente sur l'activité de vingt-cinq des plus importants aéroports du Canada.

La présente édition porte sur le premier semestre des années 1968 et 1969.

Une grève, qui a interrompu l'exploitation d'Air Canada du 1er avril au 20 mai, a eu une grande répercussion sur les résultats de 1969.

Depuis le 1er septembre 1968, tout le courrier de première classe expédié des Etats-Unis au Canada est transporté par voie aérienne plutôt que terrestre. Ceci est un autre facteur à considérer dans la comparaison des chiffres pour les deux années.

Adresser toute demande de renseignements sur les données du présent bulletin à la Commission canadienne des transports, Ottawa 4, Ontario. Attention: Centre des statistiques de l'aviation, M. G.C. Coleman, (Téléphone 613-992-2332).

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le Ministère des Transports et la Commission canadienne des transports

Explanatory Notes - Airport Activity Tables

1. The data refers to regularly scheduled international and mainline domestic flights. Data concerning charter flights have not been included in the tables.

2. The data concerning international flights were collected on a census basis. Data concerning domestic flights were collected on a mixed 15 per cent sample and census basis. The sample is such that each day of the week is sampled twice each quarter, and there is at least one sample day in each week.

3. Cargo has been considered as express and freight.

4. The tables will not balance horizontally within the traffic categories which are "Domestic", "Transborder", and "Other International". This is because the intransit load may arrive at a station under one category, and depart under another. The traffic categories are derived by allocating the traffic according to the last stop made before arrival and the next stop planned after departure. For example, consider a flight from Calgary to London, England via Winnipeg. The arrival at Winnipeg, from Calgary would be classed as a "Domestic" arrival, and the departure from Winnipeg to London, England would be considered an "Other International" departure.

5. At airports where flight numbers changed, all traffic on board was reported deplaned as well as arrived.

6. All flights to and from Alaska have been considered under the category "International, Transborder". Beginning with 1968 data, flights to and from Hawaii have been included under the traffic category "International, Transborder".

Notes - explicatives - Tableaux de l'activité des aéroports

1. Les données ont trait aux vols réguliers sur les lignes internationales et sur les grandes lignes intérieures. Les données sur les affrètements ne sont pas comprises dans les tableaux.

2. Les données sur les vols internationaux ont été recueillies par voie de recensement. Les données sur les vols intérieurs ont été réunies à partir d'un échantillon de 15 p. 100 et d'un recensement. L'échantillon est choisi de façon à ce que chaque jour de la semaine soit observé deux fois par trimestre et qu'il y ait au moins un jour-échantillon par semaine.

3. Les "marchandises" comprennent les messageries et le fret.

4. Il peut y avoir absense de concordance dans les lignes horizontales des rubriques "vols intérieurs", "vols transfrontaliers" et "autres vols internationaux" car ces vols peuvent changer de catégorie lors d'une escale. Les catégories sont établies, selon le cas, en fonction du dernier arrêt avant l'atterrissage ou du premier arrêt après le départ. Prenons l'exemple d'un vol Calgary-Londres avec escale à Winnipeg. Le vol Calgary-Winnipeg serait classé comme "vol intérieur", et le trajet Winnipeg-Londres comme "autre vol international".

5. Lorsque le numéro de vol est modifié à un aéroport, le contenu de l'aéronef (voyageurs et cargaison) est considéré comme étant arrivé à destination et débarqué.

6. Tous les vols en provenance et à destination de l'Alaska entrent dans la catégorie "vols transfrontaliers". Depuis 1968, les données sur les vols en provenance ou à destination des îles Hawaii sont comprises dans la même catégorie.

CALGARY INTERNATIONAL AIRPORT AÉROPORT INTERNATIONAL DE CALGARY

Scheduled International and Mainline Domestic Traffic

Trafic international à horaire fixe et trafic intérieur de ligne principale

Period covered - - période	Arriving load - - Charge à l'arrivée			Deplaned load - - Charge débarquée			Enplaned load - - Charge embarquée			Departing load - - Charge au départ		
January 1 to June 30 / 1er janvier au 30 juin	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises
		thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres	
Domestic -- Intérieur:												
1968	259,854	2,632.6	5,748.8	192,886	767.8	2,930.5	186,949	837.4	888.4	253,654	2,678.4	3,715.8
1969	266,396	2,202.1	7,737.0	204,967	1,362.6	3,894.3	205,256	1,141.4	1,274.8	267,175	1,949.5	5,091.0
% change -- variation %	2.5	- 16.3	34.6	6.3	77.5	32.9	9.8	36.3	43.5	5.3	- 27.2	37.0
International:												
Transborder -- Transfrontalier												
1968	16,424	8.7	474.1	16,424	8.7	474.1	16,630	37.8	82.2	16,630	37.8	82.2
1969	28,788	246.5	1,030.3	28,054	245.5	981.2	27,276	54.0	199.3	27,276	54.0	199.3
% change -- variation %	75.3	2,733.3	117.3	70.8	2,721.8	107.0	64.0	42.9	142.5	64.0	42.9	142.5
Other -- Autre:												
1968	3,508	11.0	93.0	1,678	0.1	24.7	978	0.9	1.9	3,066	35.5	61.2
1969	2,886	6.7	90.4	1,227	0.1	17.9	1,280	1.2	3.6	3,183	40.4	151.7
% change -- variation %	- 17.7	- 39.1	- 2.8	- 26.9	0.0	- 27.5	30.9	33.3	89.5	3.8	13.8	147.9
Total International:												
1968	19,932	19.7	567.1	18,102	8.7	498.8	17,608	38.6	84.1	19,696	73.3	143.3
1969	31,674	253.2	1,120.7	29,281	245.6	999.1	28,556	55.2	202.9	30,459	94.4	351.0
% change -- variation %	58.9	1,185.3	97.6	61.8	2,723.0	100.3	62.2	43.0	141.3	54.6	28.8	14
All services -- Tous les services:												
1968	279,786	2,652.2	6,315.9	210,988	776.5	3,429.3	204,552	876.0	972.5	273,350	2,751.7	3,859.1
1969	298,070	2,455.3	8,857.7	234,248	1,608.2	4,893.4	233,812	1,196.6	1,477.7	297,634	2,043.9	5,442.0
% change -- variation %	6.5	- 7.4	40.2	11.0	107.1	42.7	14.3	36.6	51.9	8.9	- 25.7	41.0

Note: Additions for mail and cargo may not balance due to rounding.
Nota: Les additions du courrier et des marchandises peuvent être inexactes parce que les chiffres sont arrondis.

EDMONTON INTERNATIONAL AIRPORT AÉROPORT INTERNATIONAL D'EDMONTON

Scheduled International and Mainline Domestic Traffic

Trafic international à horaire fixe et trafic intérieur de ligne principale

Period covered - - période	Arriving load - - Charge à l'arrivée			Deplaned load - - Charge débarquée			Enplaned load - - Charge embarquée			Departing load - - Charge au départ		
January 1 to June 30 / 1er janvier au 30 juin	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises
		thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres	
Domestic -- Intérieur:												
1968	146,432	2,485.2	9,213.3	116,540	1,248.9	4,258.1	115,482	894.9	991.7	145,759	2,122.0	5,940.2
1969	148,536	2,869.3	7,770.6	111,158	1,351.5	3,708.0	114,036	1,186.2	1,393.2	151,543	2,697.3	5,408.7
% change -- variation %	1.4	15.5	- 15.7	- 4.6	8.2	- 12.9	- 1.3	32.6	40.5	4.0	27.1	- 9.0
International:												
Transborder -- Transfrontalier												
1968	-	-	-	-	-	-	-	-	-	-	-	-
1969	-	-	-	-	-	-	-	-	-	-	-	-
% change -- variation %	-	-	-	-	-	-	-	-	-	-	-	-
Other -- Autre:												
1968	6,680	4.4	137.5	2,214	0.5	28.1	2,195	3.3	13.0	6,276	16.3	129.2
1969	6,378	11.6	204.7	2,288	1.2	45.9	2,179	3.8	28.4	6,140	21.1	234.3
% change -- variation %	- 4.5	163.6	48.9	3.3	140.0	63.3	- 0.7	15.2	118.5	- 2.2	29.4	81.3
Total International:												
1968	6,680	4.4	137.5	2,214	0.5	28.1	2,195	3.3	13.0	6,276	16.3	129.2
1969	6,378	11.6	204.7	2,288	1.2	45.9	2,179	3.8	28.4	6,140	21.1	234.3
% change -- variation %	- 4.5	163.6	48.9	3.3	140.0	63.3	- 0.7	15.2	118.5	- 2.2	29.4	81.3
All services -- Tous les services:												
1968	153,112	2,489.6	9,350.8	118,754	1,249.4	4,286.2	117,677	898.2	1,004.7	152,035	2,138.3	6,069.4
1969	154,914	2,880.9	7,975.3	113,446	1,352.7	3,753.9	116,215	1,190.0	1,421.6	157,683	2,718.4	5,643.0
% change -- variation %	1.2	15.7	- 14.7	- 4.5	8.3	- 12.4	- 1.3	32.5	41.5	3.7	27.1	- 7.0

Note: Additions for mail and cargo may not balance due to rounding.
Nota: Les additions du courrier et des marchandises peuvent être inexactes parce que les chiffres sont arrondis.

GANDER INTERNATIONAL AIRPORT AÉROPORT INTERNATIONAL DE GANDER

Scheduled International and Mainline Domestic Traffic

Trafic international à horaire fixe et trafic intérieur de ligne principale

Period covered - - période	Arriving load - - charge à l'arrivée			Deplaned load - - Charge débarquée			Enplaned load - - Charge embarquée			Departing load - - Charge au départ		
January 1 to June 30 / 1er janvier au 30 juin	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises
		thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres	
Domestic -- Intérieur:												
1968	39,650	802.8	4,424.1	13,570	102.9	2,286.8	14,671	123.2	139.7	40,710	805.0	1,505.3
1969	35,406	663.4	1,815.5	12,079	133.1	390.9	12,778	71.3	209.1	36,297	603.4	1,691.7
% change -- variation %	- 10.7	- 17.4	- 59.0	- 11.0	29.3	- 82.9	- 12.9	- 42.1	49.7	- 10.9	- 25.1	12.4
International:												
Transborder -- Transfrontalier												
1968	-	-	-	-	-	-	-	-	-	-	-	-
1969	-	-	-	-	-	-	-	-	-	-	-	-
% change -- variation %	-	-	-	-	-	-	-	-	-	-	-	-
Other -- Autre:												
1968	3,377	1.1	95.1	1,761	1.0	7.1	1,616	-	15.7	3,273	18.2	875.5
1969	3,074	4.6	184.5	1,390	1.9	7.3	1,448	0.1	1.8	2,940	0.9	121.1
% change -- variation %	- 9.0	318.2	94.0	- 21.1	90.0	2.8	- 10.4	-	- 88.5	- 10.2	- 95.1	- 86.2
Total International:												
1968	3,377	1.1	95.1	1,761	1.0	7.1	1,616	-	15.7	3,273	18.2	875.5
1969	3,074	4.6	184.5	1,390	1.9	7.3	1,448	0.1	1.8	2,940	0.9	121.1
% change -- variation %	- 9.0	318.2	94.0	- 21.1	90.0	2.8	- 10.4	-	- 88.5	- 10.2	- 95.1	- 86.2
All services -- Tous les services:												
1968	43,027	803.9	4,519.2	15,331	103.9	2,293.9	16,287	123.2	155.4	43,983	823.2	2,380.8
1969	38,480	668.0	2,000.0	13,469	135.0	398.2	14,226	71.4	210.9	39,237	604.3	1,812.8
% change -- variation %	- 10.6	- 16.9	- 55.8	- 12.2	29.9	- 82.7	- 12.7	- 42.1	35.7	- 10.8	- 26.6	- 23.9

Note: Additions for mail and cargo may not balance due to rounding.
Nota: Les additions du courrier et des marchandises peuvent être inexactes parce que les chiffres sont arrondis.

HALIFAX INTERNATIONAL AIRPORT AÉROPORT INTERNATIONAL D'HALIFAX

Scheduled International and Mainline Domestic Traffic

Trafic international à horaire fixe et trafic intérieur de ligne principale

Period covered - - période	Arriving load - - Charge à l'arrivée			Deplaned load - - Charge débarquée			Enplaned load - - Charge embarquée			Departing load - - Charge au départ		
January 1 to June 30 / 1er janvier au 30 juin	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises
		thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres	
Domestic -- Intérieur:												
1968	137,526	1,258.8	5,883.4	109,721	692.2	2,092.9	109,991	444.1	958.2	137,269	998.6	4,768.6
1969	102,934	1,144.0	4,321.8	94,449	728.5	2,662.8	90,548	520.1	1,936.4	117,321	931.0	3,634.6
% change -- variation %	- 12.1	- 9.1	- 26.6	- 13.9	5.2	27.2	- 17.7	17.1	102.1	- 14.5	- 7.8	- 23.8
International:												
Transborder -- Transfrontalier												
1968	9,492	7.2	153.5	8,973	6.9	146.9	7,080	3.9	19.2	8,194	6.6	19.4
1969	9,248	9.2	151.8	8,949	8.0	149.3	8,091	23.0	36.5	8,091	23.0	36.5
% change -- variation %	- 2.6	27.8	- 1.1	- 0.3	15.2	1.6	14.3	489.7	90.1	- 1.3	248.5	88.1
Other -- Autre:												
1968	4,764	3.9	87.6	3,903	2.0	30.1	3,759	22.6	31.4	4,552	34.3	75.2
1969	4,228	2.9	122.0	3,911	1.7	62.9	3,583	27.1	71.9	3,911	33.9	94.3
% change -- variation %	- 11.3	- 25.7	39.3	0.2	- 15.0	109.0	- 4.7	19.9	129.0	- 14.1	- 1.2	25.4
Total International:												
1968	14,526	11.1	241.1	12,876	8.9	177.0	10,839	26.5	50.6	12,746	40.9	94.6
1969	13,476	12.1	273.8	12,860	9.7	212.2	11,674	50.1	108.4	12,002	56.9	130.8
% change -- variation %	- 7.2	9.0	13.6	- 0.1	9.0	19.9	7.7	89.1	114.2	- 5.8	39.1	38.3
All services -- Tous les services:												
1968	151,782	1,269.9	6,124.5	122,597	701.1	2,269.9	120,830	470.6	1,008.8	150,015	1,039.5	4,863.2
1969	134,410	1,156.1	4,595.6	107,309	738.2	2,875.0	102,222	570.2	2,044.8	129,323	987.9	3,765.4
% change -- variation %	- 11.5	- 9.0	- 25.0	- 12.5	5.3	26.7	- 15.4	21.2	102.7	- 13.8	- 5.0	- 22.6

Note: Additions for mail and cargo may not balance due to rounding.
Nota: Les additions du courrier et des marchandises peuvent être inexactes parce que les chiffres sont arrondis.

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December 1969 décembre

Number of Canadian Civil Aircraft Reporting Flying Hours in 1967

In 1967, 7,117 Canadian civil aircraft with a valid certificate of airworthiness flew 2,085,574 hours. Of this total 6,751 fixed-wing aircraft flew 1,915,802 hours and 366 helicopters flew 169,772 hours.

The statistics on the following pages are compiled from data reported on applications for certificates of airworthiness. It should be mentioned that the data is collected by province of registration which does not necessarily coincide with the province where the flying activity took place.

In order to keep the length of the list within reasonable bounds, some models of the same type of aircraft with corresponding flying characteristics are grouped together.

The aircraft types are identified in accordance with the DOT Air Traffic Control "List of Aircraft Abbreviations".

Inquiries related to the subject-matter presented should be directed to Department of Transport, Ottawa 4, Ont. Attention: Aviation Statistics Centre, Mr. Jan Bekooy (Telephone 992-2957).

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8705-501

Nombre d'aéronefs civils canadiens pour lesquels des heures de vol ont été déclarées en 1967

En 1967, 7,117 aéronefs civils canadiens ayant un certificat de navigabilité ont enregistré 2,085,574 heures de vol, dont 1,915,802 effectuées par 6,751 aéronefs à voilure fixe et 169,772 par 366 hélicoptères.

Les statistiques des pages suivantes ont été établies à partir des données fournies au moment des demandes de certificats de navigabilité. Il convient de noter que les renseignements sont recueillis par province d'immatriculation et que celle-ci n'est pas nécessairement celle où les heures de vol ont été effectuées.

Afin de maintenir la longueur de la liste dans des limites raisonnables, on a groupé certains modèles d'aéronefs de même type qui ont les mêmes capacités de vol.

Les types d'aéronefs sont indiqués conformément à la "Liste des abréviations des aéronefs" du contrôle de la circulation aérienne du ministère des Transports.

Adresser toute demande de renseignements sur les données du présent bulletin au ministère des Transports, Ottawa 4, aux soins de M. Jan Bekooy, Centre des statistiques de l'aviation (téléphone 992-2957).

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roduced by the Aviation Statistics Centre, Transportation and Public Utilities Division, Dominion Bureau of Statistics,
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our le Ministère des Transports et la Commission canadienne des transports

Number of Canadian Civil Aircraft Reporting Flying Hours, in 1967
by Fixed-Wing, by Rotary Wing, by Province of Registration

	Fixed-wing	Rotary wing	Total
Canada - No.	6,751	366	7,117
Hours flown ...	1,915,802	169,772	2,085,574
B.C. - No.	1,086	82	1,168
Hours flown ...	356,086	38,979	395,065
Alta. - No.	855	69	924
Hours flown ...	189,725	35,216	224,941
Sask. - No.	636	13	649
Hours flown ...	103,432	5,449	108,881
Man. - No.	599	10	609
Hours flown ...	138,465	4,145	142,610
Ont. - No.	2,342	113	2,455
Hours flown ...	500,250	50,809	551,059
Que. - No.	869	55	924
Hours flown ...	526,324	20,871	547,195
N.B. - No.	100	4	104
Hours flown ...	24,001	2,243	26,244
N.S. - No.	69	2	71
Hours flown ...	13,724	334	14,058
P.E.I. - No.	16		16
Hours flown ...	1,913		1,913
Nfld. - No.	80	2	82
Hours flown ...	37,246	1,195	38,441
N.W.T. - No.	58		58
Hours flown ...	15,196		15,196
Yukon - No.	41	16	57
Hours flown ...	9,440	10,531	19,971

Number of Canadian Civil Aircraft Reporting Flying Hours on Certificate of Airworthiness
by Manufacturer and Model, by Province of Registration
as at December 31, 1967,
Showing Total Hours Flown in 1967

Official designator	Manufacturer name	Model	Canada		B.C.		Alta.		Sask.		Man.		Ont.		Que.		N.B.		N.S.		P.E.I.		Nfld.		N.W.T.		Yukon	
			No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown
	Ace Aircraft:																											
AACE	Corben Baby Ace	AACE	4	304									4	304														
	Aero Commander:																											
AC10	Commander	100	4	403			1	113	1	150	1	18	1	122														
AC20	Commander	200	1	42									1	42														
AC50	Commander	500	12	2,965	1	38	4	1,154					3	289	2	667	2	817										
AC52	Commander	520	2	64									2	64														
AC56	Commander	560	5	1,478			1	281					3	1,031							1	166						
AC68	Super Commander	680	24	6,313	1	250	2	293			1	200	14	2,972	3	1,654	3	944										
AC72	Alti-Cruiser	720	1	458													1	458										
AC21	Jet Commander	1121	7	3,052			1	163					4	2,352	1	190							1	347				
AC60	Grand Commander	AC60	3	420			3	420																				
	Aeronca:																											
AR65	Scout	KC, 50, 65	10	594	1	28	1	69	1	60			3	148	3	215					1	74						
AR11	Chief (Super)	11	113	7,795	9	1,373	11	459	17	881	21	1,180	39	2,967	10	465	1	82	3	258	1	104	1	26				
AR15	Sedan	15AC	26	2,138	8	786	1	1	2	216	2	166	7	447	6	522			1	56								
AR58	Aeronca	058	1	56																								
	Avro: (A.V. Roe)																											
A748	- - -	748	1	412							1	412																
ANSN	Anson (Federal)	V	5	1,776							1	409	4	1,367														
	Auster Aircraft:																											
AUST	Auster	Mark 6	10	627			2	198					7	291	1	138												
	Barkley Grow:																											
BG8	- - -	T8P1	1	522							1	522																
	Beech Acft.: (Beechcraft)																											
BE17	Stagger Wing	17	5	182	1	15	1	69					1	48	1	33	1	17										
BE23	Musketeer	23	33	5,782	5	700	9	1,258	4	816	3	1,133	7	1,018	5	857												
BE33	Debonair	33	7	1,177			4	1,012					3	165														
BE35	Bonanza	35	71	8,851	11	1,693	22	3,426	6	475	9	1,306	11	1,125	6	377	3	257	1	159	1	29					1	4
BE11	Kansan	AT11	1	211											1	211												
BE18	Expeditor	18	46	16,796	3	705	6	2,398	4	1,283	9	3,553	18	6,876	2	470							1	276	3	1,235		
BE8S	Super	18S	48	13,602	5	1,187	4	1,342	4	782	7	2,043	23	6,543	4	1,545							1	160				
BE8T	Expeditor (Turbo Conv.)	18	1	415	1	415																						
BE50	Twin Bonanza (Seminole)	50	7	2,639	3	892	4	1,747																				
BE55	Baron	A55	22	6,694	1	219	5	760	2	764	1	138	7	2,080	4	2,153	1	166					1	414				
BE65	Queen Air	65	13	4,611			2	525			1	392	8	3,409	2	285												
BE80	Queenair 80/A80	80	4	1,540			1	591			1	530	2	419														
BE90	King-Air	90	7	2,161									5	1,621	2	540												
BE95	Travelair	95	26	7,236	1	194	9	4,155	1	196	4	675	6	1,342	4	554											1	120

Number of Canadian Civil Aircraft Reporting Flying Hours on Certificate of Airworthiness
by Manufacturer and Model, by Province of Registration
as at December 31, 1967,
Showing Total Hours Flown in 1967 - Continued

Official designator	Manufacturer name	Model	Canada		B.C.		Alta.		Sask.		Man.		Ont.		Que.		N.B.		N.S.		P.E.I.		Nfld.		N.W.T.		Yukon	
			No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown
	Bellanca Acft.: (Inc. Downer & Northern)																											
BL14	Cruisair Sr./Cruisemaster	14-13/14-19	16	614	1	39	5	198	4	96			4	215	1	7	1	59										
BL31	Skyrocket	31-55	3	784	1	132					1	411			1	241												
BL66	Aircruiser	66-75	1	280									1	280														
	Boeing Airplane: (Stearman)																											
B17	Fortress	B-17	1	1									1	1														
B75	Stearman	75	21	4,864	5	671	1	61					9	1,918	6	2,214												
B712	Stratoliner 120 Series	B-707-120	2	1,310	2	1,310																						
B727	Astrojet	727	1	3,583									1	3,583														
	Bristol Acft.:																											
BRFT	Freighter	170	2	891	1	5	1	886																				
	Callair Inc:																											
CA23	Callair	A-2, A-3, A-4	7	812			4	571	2	178	1	63																
CA56	Callair	A-5, A-6, A-7	3	587			3	587																				
	Canadair Ltd.:																											
NSTR	North Star	M2; C5	2	494									2	494														
CL44	Freightliner (Yukon)	CL44	4	753	4	753																						
	Cessna Acft.:																											
C14	Cessna	140	137	11,926	26	2,810	28	2,449	19	1,199	17	1,583	28	1,475	8	733	3	161	2	453	1	29	2	883	3	151		
C150	Cessna	150	352	190,195	68	41,393	36	18,147	32	7,966	29	16,676	135	75,177	41	24,588	2	1,189	5	3,106			2	729			2	1,224
C170	Cessna	170	143	15,217	31	3,240	17	1,967	36	4,857	16	1,939	29	2,082	9	707	1	93					2	130	2	202		
C172	Skyhawk	172	486	118,454	101	32,272	30	6,491	64	10,641	23	5,011	195	42,795	54	16,538	10	2,860	4	1,178	1	304	2	104	1	115	1	145
C175	Skylark	175	54	4,757	15	1,152	7	1,053	11	1,011	2	45	12	827	4	185	1	365	2	119								
C177	Cessna	177	12	887	3	89	2	109	2	136			5	553														
C180	Cessna	180	553	136,822	100	27,331	51	13,642	39	11,811	54	14,771	191	39,457	83	19,913	2	173	2	139	1	258	12	3,263	11	4,173	7	1,891
C182	Skylane	182	99	15,570	17	3,902	15	1,112	11	1,428	5	972	39	6,636	9	1,118	2	376	1	26								
C185	Skywagon	185	118	30,902	28	10,311	17	4,487	6	1,382	9	2,584	31	5,801	19	4,399							3	979	4	806	1	153
C188	Agwagon	188	4	351			1	123	2	194	1	34																
C190	Cessna	190	1	46			1	46																				
C195	Cessna	195	22	1,988	3	169	3	183	6	912			6	472	3	224									1	28		
C205	Cessna	205	4	527	1	163	1	157					1	100			1	107										
C206	Super Skywagon	206	47	12,532	10	3,161	11	4,655	3	518	7	928	5	832	10	2,301	1	137										
C210	Cessna	210	17	2,743	4	836	3	401	2	131	1	516	5	659	1	73			1	127								
C305	Bird Dog	305/321	1	416			1	416																				
C310	Twin Cessna	310	43	11,171	5	841	6	1,931	3	266	3	681	19	4,245	6	3,065					1	142						
C336	Skymaster	336	2	365	2	365																						
C337	Cessna	337	17	3,515	5	1,414	1	209	1	244	3	254	5	1,066	2	328												
C320	Skyknight	320	9	2,635			4	727			1	429	4	1,479														
C401	Cessna	401	1	367											1	367												
C402	Cessna	402	4	2,893					1	693	1	779	2	1,421														

Number of Canadian Civil Aircraft Reporting Flying Hours on Certificate of Airworthiness
by Manufacturer and Model, by Province of Registration
as at December 31, 1967,
Showing Total Hours Flown in 1967 - Continued

Official designator	Manufacturer name	Model	Canada		B.C.		Alta.		Sask.		Man.		Ont.		Que.		N.B.		N.S.		P.E.I.		Nfld.		N.W.T.		Yukon	
			No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown
	Cessna Acft.: (Concluded)																											
C411	Cessna	411	3	1,511			2	1,056					1	455														
C421	Cessna	421	2	147	1	115	1	32																				
CT50	Crane (Bobcat)	T50	3	111	2	95							1	16														
C120	Cessna	120	51	5,208	7	1,824	7	311	15	1,065	1	85	13	905	6	628					1	18					1	372
	Champion Acft.:																											
CH7	Traveller-Challenger	7 Series	398	57,362	36	8,236	42	5,406	65	6,544	52	5,187	152	23,084	39	5,640	5	551	5	582			1	86	1	72		
CH40	Lancer	402	1	36											1	36												
	Commonwealth Acft.:																											
CW85	Sky Ranger	185	1	79											1	79												
	Convair:																											
CNSO	Canso (Catalina)	28-5A	31	9,367	1	338			2	823	5	1,661	11	3,494	8	1,967							4	1,084				
CV64	Convair	640	4	3,564	4	3,564																						
	Dassault (France).																											
FFJ	Mystere/Falcon Fan Jet	20	5	1,784	1	618	1	497					2	414	1	255												
	DeHavilland:																											
DHC1	Chipmunk	DHC-1	15	1,074	2	201	3	87					6	718	2	26			1	15							1	27
DHC2	Beaver	DHC-2	221	110,178	43	21,795	17	8,698	14	9,371	10	5,009	79	36,875	41	21,699			3	666			9	3,772	1	94	4	2,199
DH2T	Turbo Beaver	DHC-2	24	7,528							1	316	20	5,657									3	1,555				
DHC3	Otter	DHC 3	79	43,826	7	3,556	8	5,173	4	2,504	11	6,045	28	13,082	12	6,597							5	4,009	4	2,860		
DHC4	Caribou	DHC 4	3	2,719			1	1,360					2	1,359														
DH6	Twin Otter	DHC-6	13	6,604			5	3,216	1	157	1	1,226	4	835									1	278	1	892		
DH82	Tiger Moth	DH-82	10	226			1	61	1	7	1	1	6	143	1	14												
DH60	Gypsy Moth	DH-60	3	119			1	103					2	16														
HS25	Dominie	DH125	13	6,460			2	1,172			1	491	5	1,792	5	3,005												
DH11	Heron	DH114	2	371									1	243									1	128				
	Dornier-Werke.																											
DO28	Dornier	28	10	4,805	1	395	7	3,552							2	858												
	Douglas Acft.:																											
DC3	Skytrain/Dakota	DC3	81	55,324	6	5,560	11	8,395	1	989	10	6,657	26	12,864	20	13,004							6	6,925	1	930		
DC3S	Super	DC3S	1	307							1	307																
DC4	Skymaster	DC4	14	19,697	2	2,988	1	1,632			4	6,374	3	3,105	3	3,654							1	1,974				
DC6	Liftmaster	DC6	9	24,190	9	24,190																						
DC6B	- - -	DC-6B	1	1,587	1	1,587																						
DC7	- - -	DC-7B	1	582							1	582																
DC9	- - -	DC-9	18	37,694											18	37,694												
DC8	Douglas	DC8	27	106,979	6	35,303									21	71,676												

Number of Canadian Civil Aircraft Reporting Flying Hours on Certificate of Airworthiness
by Manufacturer and Model, by Province of Registration
as at December 31, 1967,
Showing Total Hours Flown in 1967 - Continued

Official designator	Manufacturer name	Model	Canada		B.C.		Alta.		Sask.		Man.		Ont.		Que.		N.B.		N.S.		P.E.I.		Nfld.		N.W.T.		Yukon	
			No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown
	Fairchild Stratos: (Husky)																											
FA11	Husky	F-11	5	1,294	2	494					1	405	2	395														
FA24	Husky	F 24	3	65					1	6															1	14	1	45
FA27	Friendship (Fokker)	F-27	8	29,878			1	694					2	2,339	5	26,845												
FA62	Cornell	M-62	3	53			1	13					1	6			1	34										
	Fleet Acft.:																											
FL16	Finch	16B	2	18									1	14	1	4												
FL21	- - -	21M	1	7									1	7														
FL80	Canuck	80	75	24,921	18	9,263	14	6,571	3	363	1	30	30	6,458	4	828	4	960	1	448								
	Forney Acft.: (Ercoupe)																											
FO15	Ercoupe Club Air	E-415	94	9,034	14	3,061	18	1,104	8	333	5	459	37	2,489	11	1,535											1	53
FO1	Aircoupe	F-1	13	2,234	3	479	4	897	2	478	1	231	3	149														
	Found Bros: Aviation																											
FB2	- - -	FBA-2C	18	5,903	4	2,009					4	635	5	1,590	3	953									2	716		
	Funk Acft.:																											
FUNK	- - -	B75/B-85	2	186			1	146			1	40																
GLDR	Gliders	All Models	124	8,924	9	649	18	1,200	4	211	9	459	56	4,524	27	1,854	1	27										
	Grumman Acft.:																											
G21	Goose	G-21	20	7,570	12	5,797					2	394	6	1,379														
G30	S.C.A.N.	30	2	225									1	204	1	21												
G44	Widgeon & Super Widgeon	G-44	12	2,461	6	1,490					1	282	3	411	1	58							1	220				
G73	Mallard	G73	6	4,127	3	3,749							2	174	1	204												
G159	Gulfstream	G-159	6	2,691									4	1,619	2	1,072												
G164	AG-Cat	G-164	2	402									2	402														
GTBM	Avenger	GTBM	18	2,819	14	2,575									3	156	1	88										
G2	Gulfstream II	G1159	1	1									1	1														
	Handley Page:																											
DART	Dart Herald	DART	3	4,981																			3	4,981				
	Helio Acft.:																											
E391	Courrier	H391	4	840	1	83	1	474					1	170														
E395	Super Courrier	H395	6	1,293	1	181	2	810	1	136					1	78											1	88
	Homebuilt Acft.:																											
HMBD	- - -	All Models	102	5,645	15	702	13	659	6	414	1	2	50	2,957	9	434	5	337	1	21	1	2	1	117				

Number of Canadian Civil Aircraft Reporting Flying Hours on Certificate of Airworthiness
by Manufacturer and Model, by Province of Registration
as at December 31, 1967,
Showing Total Hours Flown in 1967 - Continued

Official designator	Manufacturer name	Model	Canada		B.C.		Alta.		Sask.		Man.		Ont.		Que.		N.B.		N.S.		P.E.I.		Nfld		N.W.T.		Yukon	
			No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown
	Howard Aero:																											
WARD	Howard	DGA-8 & 15	2	79							1	12	1	67														
WARO	(Converted Ventura)	500	2	358			1	171																	1	187		
	Lake Acft. Corp. (Colonial)																											
LC4	Skimmer/Colonial	C-1, C-2, LA-4	13	1,075	1	38	1	109			1	30	8	696	1	91			1	111								
	Lear:																											
LR23	Learjet	23	3	1,288									3	1,288														
	Lockheed Acft.:																											
L12	Electra	10 & 12	5	1,294											4	1,123									1	171		
L18	Lodestar	18	9	2,870			2	951			1	79	2	346	4	1,494												
L49H	Super Constellation	1049G,H	3	2,039											3	2,039												
L329	Jetstar	329	3	961									3	961														
L382	Hercules	L382	1	1,515	1	1,515																						
T33	Silver Star	T33	2	205									2	205														
	Longreen Acft.:																											
LONG	Centaur	101	1	60	1	60																						
	Maranda:																											
MN10	Super Loisir	EM-1A	2	279	1	83											1	196										
	Martin Co.:																											
MJRM	Mars	MJRM	2	323	2	323																						
	Maule:																											
MU4	Beedee	M-4	16	1,875	1	422	3	285			2	220	5	683	3	121	1	57	1	87								
	Mong:																											
MG1	Sport	MS2	1	4			1	4																				
	Mooney Acft.:																											
MO18	Mite/Wee Scotsman	M18	3	22			1	0	2	22																		
MO20	Mark 20	20	68	8,860	9	1,698	13	2,441	6	623	8	883	23	2,267	7	592					1	258	1	98				
MO21	Model M-21	21	1	661									1	661														
	Morane Saulnier Acft.:																											
MS88	Rallye-Rallye Super	MS880-MS885	10	440	3	210	6	209	1	21																		
	Navion Acft.:																											
NA1	Range Master	NA1	11	726	5	287	1	72	1	193			3	142	1	32												
NA3	Recruiter	ST3K	1	1	1	1																						
NA16	Twin Navion	D16	2	72	1	43							1	29														

Number of Canadian Aircraft Reporting Flying Hours on Certificate of Airworthiness
by Manufacturer and Model, by Province of Registration
as at December 31, 1967,
Showing Total Hours Flown in 1967 - Continued

Official designator	Manufacturer name	Model	Canada		B.C.		Alta.		Sask.		Man.		Ont.		Que.		N.B.		N.S.		P.E.I.		Nfld.		N.W.T.		Yukon	
			No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown
	Nihon Aeroplane Manufacturing:																											
YS11	- - -	YS-11	1	51									1	51														
	Noorduyn Norseman:																											
NO4	Norseman	IV	11	2,794			2	190			2	474	2	872	3	1,107									2	151		
NO5	Norseman	V	22	10,179					2	880	4	2,087	10	5,128	6	2,084												
NO6	Norseman	VI	20	6,954			2	405			8	3,491	9	2,765	1	293												
	North American:																											
NAT6	Harvard	NAT6	54	2,413	12	587	13	573	9	183	3	138	15	849	1	77			1	6								
B25	Mitchell	B25	2	19			2	19																				
NA265	Sabreliner	NA-265	1	136									1	136														
P51	Mustang	P51	1	16									1	16														
	Northwestern Aero:																											
PO35	Porter Field	35	1	62	1	62																						
	Piper Aircraft:																											
PA11	Cub Special	PA-11	72	6,244	6	1,274	3	155	8	307	11	510	39	3,026	3	858			2	114								
PA12	Super Cruiser	PA-12	137	16,380	13	1,799	24	2,675	16	1,687	21	1,985	44	6,911	13	986	1	42	1	78	2	129			1	46	1	42
PA14	Family Cruiser	PA-14	13	972	4	428	1	13			2	225	5	276													1	30
PA15	Vagabond	PA-15	8	502	2	127			1	4	1	176	4	195														
PA16	Clipper	PA-16	21	2,104	7	690	4	286	1	34	2	75	4	273	2	719	1	27										
PA17	"Vagabond"	PA-17	7	1,366	1	1,005	3	185	1	63	1	77	1	36														
PA18	Super Cub	PA-18	247	42,338	50	9,392	29	4,510	27	2,738	17	2,558	65	11,248	34	6,796	3	676	9	959			2	1,630	2	31	9	1,800
PA2	Cubtrainer	J-2	3	123									2	85	1	38												
PA20	Pacer	PA-20	39	2,612	5	259	9	553	3	265	5	368	11	752	4	287					1	39	1	89				
PA3	Cubtrainer	J3	258	25,381	25	4,353	12	733	21	1,139	36	4,671	133	12,585	23	1,384	2	67	2	133			2	133	1	161	1	22
PA4	Club Coupe	J4	13	2,375									11	2,347	1	18			1	10								
PA22	Tri Pacer/Caribbean/ Colt	PA-22	223	44,408	31	4,508	24	7,399	22	3,047	16	5,753	91	18,146	19	2,120	10	1,116	5	905	1	241	2	1,094	1	21	1	58
PA24	Comanche	PA-24	83	14,877	10	2,001	29	4,454	11	1,510	8	962	16	3,223	5	1,562	2	524	1	34			1	607				
PA25	Pawnee	PA-25	22	4,014			7	931	4	243	2	1,010	8	1,747			1	83										
PA28	Cherokee	PA-28	184	95,826	26	19,493	36	12,166	17	7,643	10	5,592	54	26,579	26	13,435	8	7,599	5	2,492			2	827				
PA23	Apache/Aztec	PA-23	179	60,860	23	10,149	24	9,698	13	4,185	10	3,103	68	21,014	24	7,315	7	2,282	4	1,403					4	722	2	989
PA30	Twin Comanche	PA-30	39	6,371	4	681	11	2,082	5	637	2	166	11	1,901	5	784					1	120						
PA31	Navajo	PA-31	6	835	1	100	2	110			1	424	2	201														
PA32	Cherokee Six	PA-32	6	1,276	1	352	2	380					2	194			1	350										
PA5	Cruiser	J5	9	569	3	264	1	38			2	91	3	176														
	Pitts:																											
PT1	Special	SIC	1	67									1	67														

Number of Canadian Aircraft Reporting Flying Hours on Certificate of Airworthiness
by Manufacturer and Model, by Province of Registration
as at December 31, 1967,
Showing Total Hours Flown in 1967 - Continued

Official designator	Manufacturer name	Model	Canada		B.C.		Alta.		Sask.		Man.		Ont.		Que.		N.B.		N.S.		P.E.I.		Nfld.		N.W.T.		Yukon	
			No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown
	Republic:																											
RC3	Seabee	RC-3	55	3,500	20	1,837	1	1	2	97	4	148	19	1,120	5	195	3	87							1	15		
	Scottish Aviation:																											
SCTP	Twin Pioneer	SCTP	1	41									1	41														
	Silvaire:																											
SL8	Observer	8 Series	119	9,822	35	4,309	11	745	13	1,123	12	461	33	2,176	8	599	1	75	2	21			2	134	2	179		
	Smith:																											
DSA1	Miniplane	DSA1	3	135	1	32			1	43			1	60														
	Snow Aeronautical:																											
SW2	- - -	S-2C	4	543			1	96									3	447										
	Stinson: (Div. of Convair)																											
ST75	Voyager/Station Wagon	105/108	178	12,234	29	2,426	28	1,702	11	664	18	2,246	73	4,010	13	713							1	103	3	296	2	74
ST10	Series 8, 9 & 10	Series 8, 9 & 10	12	2,082	5	290					2	325	3	527	1	276									1	664		
ST77	Reliant (Vultee)	V-77	1	5									1	5														
	Stits Acft.:																											
SA1	Playboy/Flut-R-Bug/Sky Coupe	SA-3B, 6B & 9A	12	572			1	2	1	11			8	430			1	96					1	33				
	Superior Acft.:																											
SU1	Culver-Cadet-Satellite	V	1	24	1	24																						
	Taylorcraft Inc.:																											
TA1	Model BC, C, D	12, 15, 19, 65	138	9,857	19	2,534	16	959	22	1,382	21	1,201	45	2,548	11	939	1	39							1	151	2	104
TA20	Ranch Wagon	20	4	192	1	58	1	52											1	18			1	64				
	Temco Acft.:																											
TE1	Swift	GC1	14	1,922	6	386	1	10			2	52	3	498	2	976												
TE11	Luscombe	11A	1	78	1	78																						
	United Consultant Corp.:																											
RC4	Twin Bee	RC-4	1	173											1	173												
UV1	Universal Globe	GC1	2	165	1	102									1	63												
	Vickers Armstrong:																											
V170	Viscount	700 Series	44	118,308							1	1,671	3	1,626	40	115,011												
V195	Vanguard	950 Series	23	69,263											23	69,263												
	Waco:																											
WACO	All single engined models	WACO	4	84	1	55			1	1			2	28														

Number of Canadian Aircraft Reporting Flying Hours on Certificate of Airworthiness
by Manufacturer and Model, by Province of Registration
as at December 31, 1967,
Showing Total Hours Flown in 1967 - Concluded

Official designator	Manufacturer name	Model	Canada		B.C.		Alta.		Sask.		Man.		Ont.		Que.		N.B.		N.S.		P.E.I.		Nfld.		N.W.T.		Yukon	
			No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown
	Wittman:																											
W8	Tailwind	W8	1	82									1	82														
	Curtiss Wright:																											
C46	Commando (CW-20)	C-46	5	4,010											5	4,010												
	Air and Space:																											
HA18	- - -	18A	5	158											5	158												
	Avian:																											
HG18	Gyroplane	2/180	12	260	3	34	1	44	2	10					6	172												
	Bell:																											
HB47	Sioux/Trooper/Bellairus/ Ranger	47	226	111,256	43	17,605	48	25,684	10	5,311	7	3,544	75	36,536	27	12,652	4	2,243	1	138							11	7,543
HB04	Iroquois	204	9	5,966	2	1,278	4	2,865			1	49	1	1,184	1	590												
HB4	Jet Ranger	206	17	6,872	4	2,392	3	1,114					9	2,788	1	578												
	Boeing-Vertol:																											
HV44	Shawnee/Work Horse	(105) 44	1	142									1	142														
HV42	Modified H-44	42A	2	437									2	437														
HV07	Chinook	114	1	313									1	313														
	Brantly:																											
HBR2	- - -	B-2	2	452									2	452														
	Fairchild Hiller:																											
HH5	- - -	1100	9	2,845	5	1,817	2	333					1	607													1	88
HH12	Raven	UH12	31	21,137	18	12,685	3	1,971					6	3,581													4	2,900
	Hughes:																											
HU69	- - -	269	22	6,324	1	251	2	235	1	128	1	73	7	1,433	9	4,008			1	196								
	Republic: (Sud-Aviation)																											
HR30	Alouette II	SE-3130	6	3,522			5	2,870							1	652												
HR60	Alouette III	SE-3160	4	1,502									4	1,502														
	Sikorsky:																											
HS55	Chikasaw	S-55	15	6,752	6	2,917	1	100			1	479			5	2,061							2	1,195				
HS58	Choctaw	S-58	2	904									2	904														
HS61	- - -	S-61	1	708									1	708														
HS62	- - -	S62	1	222									1	222														

Government

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Aviation Statistics Centre/Centre des statistiques de l'aviation

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Airport Activity

This bulletin is the third of a revised series in which data for the current year will be compared to that for the same period last year, at twenty-five of the top airports in Canada.

In this instance the period covered is the first half of 1968 and 1969.

A strike, which closed down Air Canada's operations from April 21 until May 20, had a significant impact on the 1969 figures.

Effective September 1, 1968 all 1st Class mail from the United States to Canada was shipped by air rather than by surface transportation. This is another factor to consider in comparing figures for the two years.

Inquiries relating to the data may be directed to the Canadian Transport Commission, Ottawa 4, Ontario. Attention: Aviation Statistics Centre, Mr. G.C. Coleman, (Telephone 613-992-2332).

Activité des aéroports

Le présent bulletin est le troisième d'une série révisée qui contiendra les données de l'année en cours et de l'année précedente sur l'activité de vingt-cinq des plus importants aéroports du Canada.

La présente édition porte sur le premier semestre des années 1968 et 1969.

Une grève, qui a interrompu l'exploitation d'Air Canada du 1er avril au 20 mai, a eu une grande répercussion sur les résultats de 1969.

Depuis le 1er septembre 1968, tout le courrier de première classe expédié des Etats-Unis au Canada est transporté par voie aérienne plutôt que terrestre. Ceci est un autre facteur à considérer dans la comparison des chiffres pour les deux années.

Adresser toute demande de renseignements sur les données du présent bulletin à la Commission canadienne des transports, Ottawa 4, Ontario. Attention: Centre des statistiques de l'aviation, M. G.C. Coleman, (Téléphone 613-992-2332).

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Produced by the Aviation Statistics Centre, Transportation and Public Utilities Division, Dominion Bureau of Statistics, on behalf of the Department of Transport and the Canadian Transport Commission
Rédigé par le Centre des statistiques de l'aviation, Division des transports et des services d'utilité publique, Bureau fédéral de la statistique, pour le Ministère des Transports et la Commission canadienne des transports

Explanatory Notes - Airport Activity Tables

1. The data refers to regularly scheduled international and mainline domestic flights. Data concerning charter flights have not been included in the tables.

2. The data concerning international flights were collected on a census basis. Data concerning domestic flights were collected on a mixed 15 per cent sample and census basis. The sample is such that each day of the week is sampled twice each quarter, and there is at least one sample day in each week.

3. Cargo has been considered as express and freight.

4. The tables will not balance horizontally within the traffic categories which are "Domestic", "Transborder", and "Other International". This is because the intransit load may arrive at a station under one category, and depart under another. The traffic categories are derived by allocating the traffic according to the last stop made before arrival and the next stop planned after departure. For example, consider a flight from Calgary to London, England via Winnipeg. The arrival at Winnipeg, from Calgary would be classed as a "Domestic" arrival, and the departure from Winnipeg to London, England would be considered an "Other International" departure.

5. At airports where flight numbers changed, all traffic on board was reported deplaned as well as arrived.

6. All flights to and from Alaska have been considered under the category "International, Transborder". Beginning with 1968 data, flights to and from Hawaii have been included under the traffic category "International, Transborder".

Notes - explicatives - Tableaux de l'activité des aéroports

1. Les données ont trait aux vols réguliers sur les lignes internationales et sur les grandes lignes intérieures. Les données sur les affrètements ne sont pas comprises dans les tableaux.

2. Les données sur les vols internationaux ont été recueillies par voie de recensement. Les données sur les vols intérieurs ont été réunies à partir d'un échantillon de 15 p. 100 et d'un recensement. L'échantillon est choisi de façon à ce que chaque jour de la semaine soit observé deux fois par trimestre et qu'il y ait au moins un jour-échantillon par semaine.

3. Les "marchandises" comprennent les messageries et le fret.

4. Il peut y avoir absense de concordance dans les lignes horizontales des rubriques "vols intérieurs", "vols transfrontaliers" et "autres vols internationaux" car ces vols peuvent changer de catégorie lors d'une escale. Les catégories sont établies, selon le cas, en fonction du dernier arrêt avant l'atterrissage ou du premier arrêt après le départ. Prenons l'exemple d'un vol Calgary-Londres avec escale à Winnipeg. Le vol Calgary-Winnipeg serait classé comme "vol intérieur", et le trajet Winnipeg-Londres comme "autre vol international"

5. Lorsque le numéro de vol est modifié à un aéroport, le contenu de l'aéronef (voyageurs et cargaison) est considéré comme étant arrivé à destination et débarqué.

6. Tous les vols en provenance et à destination de l'Alaska entrent dans la catégorie "vols transfrontaliers". Depuis 1968, les données sur les vols en provenance ou à destination des îles Hawaii sont comprises dans la même catégorie.

LAKEHEAD AIRPORT AEROPORT DE LAKEHEAD

Scheduled International and Mainline Domestic Traffic

Trafic international à horaire fixe et trafic intérieur de ligne principale

Period covered - - période	Arriving load - - Charge à l'arrivée			Deplaned load - - Charge débarquée			Enplaned load - - Charge embarquée			Departing load - - Charge au départ		
January 1 to June 30 / 1er janvier au 30 juin	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises
		thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres	
Domestic -- Intérieur:												
1968	34,965	273.2	1,701.4	31,283	204.7	668.6	34,235	132.4	199.7	37,917	201.0	1,232.6
1969	34,233	275.3	1,028.0	30,732	220.7	668.6	32,507	143.7	223.4	36,008	198.3	582.8
% change -- variation %	- 2.1	0.8	- 39.6	- 1.8	7.8	0.0	- 5.1	8.5	11.9	- 5.0	- 1.4	- 52.7
International:												
Transborder -- Transfrontalier												
1968	1,637	1.4	66.7	1,637	1.4	66.7	1,858	1.1	13.2	1,858	1.1	13.2
1969	2,084	1.4	103.4	2,084	1.4	103.4	2,094	1.6	14.0	2,094	1.6	14.0
% change -- variation %	27.3	0.0	55.0	27.3	0.0	55.0	12.7	45.5	6.1	12.7	45.5	6.1
Other -- Autre:												
1968	-	-	-	-	-	-	-	-	-	-	-	-
1969	-	-	-	-	-	-	-	-	-	-	-	-
% change -- variation %	-	-	-	-	-	-	-	-	-	-	-	-
Total International:												
1968	1,637	1.4	66.7	1,637	1.4	66.7	1,858	1.1	13.2	1,858	1.1	13.2
1969	2,084	1.4	103.4	2,084	1.4	103.4	2,094	1.6	14.0	2,094	1.6	14.0
% change -- variation %	27.3	0.0	55.0	27.3	0.0	55.0	12.7	45.5	6.1	12.7	45.5	6.1
All services -- Tous les services:												
1968	36,602	274.6	1,768.1	32,920	206.1	735.3	36,093	133.5	212.9	39,775	202.1	1,245.8
1969	36,317	276.4	1,131.4	32,816	222.1	772.0	34,601	145.3	237.4	38,102	199.9	596.8
% change -- variation %	- 0.8	0.7	- 36.0	- 0.3	7.8	5.0	- 4.1	8.8	11.5	- 4.2	- 1.1	- 52.1

Note: Additions for mail and cargo may not balance due to rounding.
Nota: Les additions du courrier et des marchandises peuvent être inexactes parce que les chiffres sont arrondis.

LONDON AIRPORT AEROPORT DE LONDON

Scheduled International and Mainline Domestic Traffic

Trafic international à horaire fixe et trafic intérieur de ligne principale

Period covered - - période	Arriving load - - Charge à l'arrivée			Deplaned load - - Charge débarquée			Enplaned load - - Charge embarquée			Departing load - - Charge au départ		
January 1 to June 30 - - 1er janvier au 30 juin	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises
		thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres	
Domestic -- Intérieur:												
1968	33,913	199.7	525.8	26,481	128.5	496.5	26,463	264.7	356.7	34,753	306.8	514.4
1969	36,808	87.5	293.9	28,564	39.9	154.1	27,063	294.2	267.4	35,940	332.0	871.8
% change -- variation %	8.5	- 56.2	- 44.1	7.9	- 69.0	- 69.0	2.3	11.1	- 25.0	3.4	8.2	69.5
International:												
Transborder -- Transfrontalier												
1968	10,097	49.6	362.6	5,235	9.5	158.7	4,188	8.3	27.5	8,192	77.6	103.0
1969	8,391	39.3	698.3	4,063	4.9	136.3	3,305	8.8	17.9	7,000	52.9	115.4
% change -- variation %	- 16.9	- 20.8	92.6	- 22.4	- 48.4	- 14.1	- 21.1	6.0	- 34.9	- 14.6	- 31.8	12.0
Other -- Autre:												
1968	-	-	-	-	-	-	-	-	-	-	-	-
1969	-	-	-	-	-	-	-	-	-	-	-	-
% change -- variation %	-	-	-	-	-	-	-	-	-	-	-	-
Total International:												
1968	10,097	49.6	362.6	5,235	9.5	158.7	4,188	8.3	27.5	8,192	77.6	103.0
1969	8,391	39.3	698.3	4,063	4.9	136.3	3,305	8.8	17.9	7,000	52.9	115.4
% change -- variation %	- 16.9	- 20.8	92.6	- 22.4	- 48.4	- 14.1	- 21.1	6.0	- 34.9	- 14.6	- 31.8	12.0
All services -- Tous les services:												
1968	44,010	249.3	888.4	31,716	138.0	655.2	30,651	273.0	384.2	42,945	384.4	617.4
1969	45,199	126.8	992.2	32,627	44.8	290.4	30,368	303.0	285.3	42,940	384.9	987.2
% change -- variation %	2.7	- 49.1	11.7	2.9	- 67.5	- 55.7	- 0.9	11.0	- 25.8	0.0	0.1	60.0

Note: Additions for mail and cargo may not balance due to rounding.
Nota: Les additions du courrier et des marchandises peuvent être inexactes parce que les chiffres sont arrondis.

OTTAWA INTERNATIONAL AIRPORT AEROPORT INTERNATIONAL D'OTTAWA

Scheduled International and Mainline Domestic Traffic

Trafic international à horaire fixe et trafic intérieur de ligne principale

Period covered - - période	Arriving load - - Charge à l'arrivée			Deplaned load - - Charge débarquée			Enplaned load - - Charge embarquée			Departing load - - Charge au départ		
January 1 to June 30 / 1er janvier au 30 juin	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises
		thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres	
Domestic -- Intérieur:												
1968	219,698	3,212.6	5,080.3	161,722	1,339.3	1,713.0	156,289	1,397.2	858.9	214,332	3,264.0	4,258.1
1969	218,286	3,303.9	3,662.5	157,654	1,694.8	1,511.9	154,801	1,718.4	737.0	216,387	3,328.8	2,821.6
% change -- variation %	- 0.7	2.8	- 27.9	- 2.5	26.5	- 11.7	- 1.0	23.0	- 14.2	1.0	2.0	- 33.7
International:												
Transborder -- Transfrontalier												
1968	5,928	10.2	115.1	4,795	5.9	80.8	4,458	6.6	87.0	5,524	17.5	89.5
1969	9,148	15.4	186.1	6,567	5.7	129.9	5,920	6.5	92.5	7,547	14.9	214.8
% change -- variation %	54.3	51.0	61.7	37.0	- 3.4	60.8	32.8	- 1.5	6.3	36.6	- 14.9	140.0
Other -- Autre:												
1968	-	-	-	-	-	-	-	-	-	-	-	-
1969	-	-	-	-	-	-	-	-	-	-	-	-
% change -- variation %	-	-	-	-	-	-	-	-	-	-	-	-
Total International:												
1968	5,928	10.2	115.1	4,795	5.9	80.8	4,458	6.6	87.0	5,524	17.5	89.5
1969	9,148	15.4	186.1	6,567	5.7	129.9	5,920	6.5	92.5	7,547	14.9	214.8
% change -- variation %	54.3	51.0	61.7	37.0	- 3.4	60.8	32.8	- 1.5	6.3	36.6	- 14.9	140.0
All services -- Tous les services:												
1968	225,626	3,222.8	5,195.4	166,517	1,345.2	1,793.7	160,747	1,403.8	945.8	219,856	3,281.5	4,347.5
1969	227,434	3,319.3	3,848.6	164,221	1,700.5	1,641.8	160,721	1,724.9	829.5	223,934	3,343.7	3,036.4
% change -- variation %	0.8	3.0	- 25.9	- 1.4	26.4	- 8.5	0.0	22.9	- 12.3	1.9	1.9	- 30.2

Note: Additions for mail and cargo may not balance due to rounding.
Nota: Les additions du courrier et des marchandises peuvent être inexactes parce que les chiffres sont arrondis.

SAINT JOHN AIRPORT AEROPORT DE SAINT-JEAN (N.B.)

Scheduled International and Mainline Domestic Traffic

Trafic international à horaire fixe et trafic intérieur de ligne principale

Period covered - - période	Arriving load - - Charge à l'arrivée			Deplaned load - - Charge débarquée			Enplaned load - - Charge embarquée			Departing load - - Charge au départ		
January 1 to June 30 - - 1er janvier au 30 juin	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises
		thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres	
Domestic -- Intérieur:												
1968	62,515	414.9	1,639.2	29,899	139.0	488.1	28,940	114.6	321.1	61,671	385.7	1,529.1
1969	50,379	351.3	1,406.9	24,298	130.3	514.3	24,553	136.9	530.6	49,944	357.4	1,452.1
% change -- variation %	- 19.4	- 15.3	- 14.2	- 18.7	- 6.3	5.4	- 15.2	19.5	65.2	- 19.0	- 7.3	- 5.0
International:												
Transborder -- Transfrontalier												
1968	5,384	2.7	96.8	2,385	0.8	29.6	2,104	2.2	4.5	4,988	8.9	14.9
1969	4,468	3.9	65.9	2,001	2.5	19.9	1,503	0.9	12.9	4,660	2.9	29.9
% change -- variation %	- 17.0	44.4	- 31.9	- 16.1	212.5	- 32.8	- 28.6	- 59.1	186.7	- 6.6	- 67.4	100.7
Other -- Autre:												
1968	-	-	-	-	-	-	-	-	-	-	-	-
1969	-	-	-	-	-	-	-	-	-	-	-	-
% change -- variation %	-	-	-	-	-	-	-	-	-	-	-	-
Total International:												
1968	5,384	2.7	96.8	2,385	0.8	29.6	2,104	2.2	4.5	4,988	8.9	14.9
1969	4,468	3.9	65.9	2,001	2.5	19.9	1,503	0.9	12.9	4,660	2.9	29.9
% change -- variation %	- 17.0	44.4	- 31.9	- 16.1	212.5	- 32.8	- 28.6	- 59.1	186.7	- 6.6	- 67.4	100.7
All services -- Tous les services:												
1968	67,899	417.6	1,736.0	32,284	139.8	517.7	31,044	116.8	325.6	66,659	394.6	1,544.0
1969	54,847	355.2	1,472.8	26,299	132.8	534.2	26,056	137.8	543.5	54,604	360.3	1,482.0
% change -- variation %	- 19.2	- 15.0	- 15.2	- 18.5	- 5.0	3.2	- 16.1	18.0	66.9	- 18.1	- 8.7	- 4.0

Note: Additions for mail and cargo may not balance due to rounding.
Nota: Les additions du courrier et des marchandises peuvent être inexactes parce que les chiffres sont arrondis.

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January 1970 janvier

Airport Activity

This bulletin is another of a revised series in which data for the current year will be compared to that for the same period last year, at twenty-five of the top airports in Canada.

In this instance the period covered is the first half of 1968 and 1969.

A strike, which closed down Air Canada's operations from April 21 until May 20, had a significant impact on the 1969 figures.

Effective September 1, 1969 all 1st Class mail from the United States to Canada was shipped by air rather than by surface transportation. This is another factor to consider in comparing figures for the two years.

Inquiries relating to the data may be directed to the Canadian Transport Commission, Ottawa 4, Ontario. Attention: Aviation Statistics Centre, Mr. G.C. Coleman, (Telephone 613-992-2332).

Activité des aéroports

Le présent bulletin est un autre dans une série révisée qui contiendra les données de l'année en cours et de l'année précedente sur l'activité de vingt-cinq des plus importants aéroports du Canada.

La présente édition porte sur le premier semestre des années 1968 et 1969.

Une grève, qui a interrompu l'exploitation d'Air Canada du 1er avril au 20 mai, a eu une grande répercussion sur les résultats de 1969.

Depuis le 1er septembre 1968, tout le courrier de première classe expédié des Etats-Unis au Canada est transporté par voie aérienne plutôt que terrestre. Ceci est un autre facteur à considérer dans la comparaison des chiffres pour les deux années.

Adresser toute demande de renseignements sur les données du présent bulletin à la Commission canadienne des transports, Ottawa 4, Ontario. Attention: Centre des statistiques de l'aviation, M. G.C. Coleman, (Téléphone 613-992-2332).

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oduced by the Aviation Statistics Centre, Transportation and Public Utilities Division, Dominion Bureau of Statistics,
behalf of the Department of Transport and the Canadian Transport Commission
digé par le Centre des statistiques de l'aviation, Division des transports et des services d'utilité publique, Bureau fédéral de la statistique,
ur le Ministère des Transports et la Commission canadienne des transports

Explanatory Notes - Airport Activity Tables

1. The data refers to regularly scheduled international and mainline domestic flights. Data concerning charter flights have not been included in the tables.

2. The data concerning international flights were collected on a census basis. Data concerning domestic flights were collected on a mixed 15 per cent sample and census basis. The sample is such that each day of the week is sampled twice each quarter, and there is at least one sample day in each week.

3. Cargo has been considered as express and freight.

4. The tables will not balance horizontally within the traffic categories which are "Domestic", "Transborder", and "Other International". This is because the intransit load may arrive at a station under one category, and depart under another. The traffic categories are derived by allocating the traffic according to the last stop made before arrival and the next stop planned after departure. For example, consider a flight from Calgary to London, England via Winnipeg. The arrival at Winnipeg, from Calgary would be classed as a "Domestic" arrival, and the departure from Winnipeg to London, England would be considered an "Other International" departure.

5. At airports where flight numbers changed, all traffic on board was reported deplaned as well as arrived.

6. All flights to and from Alaska have been considered under the category "International, Transborder". Beginning with 1968 data, flights to and from Hawaii have been included under the traffic category "International, Transborder".

Notes - explicatives - Tableaux de l'activité des aéroports

1. Les données ont trait aux vols réguliers sur les lignes internationales et sur les grandes lignes intérieures. Les données sur les affrètements ne sont pas comprises dans les tableaux.

2. Les données sur les vols internationaux ont été recueillies par voie de recensement. Les données sur les vols intérieurs ont été réunies à partir d'un échantillon de 15 p. 100 et d'un recensement. L'échantillon est choisi de façon à ce que chaque jour de la semaine soit observé deux fois par trimestre et qu'il y ait au moins un jour-échantillon par semaine.

3. Les "marchandises" comprennent les messageries et le fret.

4. Il peut y avoir absense de concordance dans les lignes horizontales des rubriques "vols intérieurs", "vols transfrontaliers" et "autres vols internationaux" car ces vols peuvent changer de catégorie lors d'une escale. Les catégories sont établies, selon le cas, en fonction du dernier arrêt avant l'atterrissage ou du premier arrêt après le départ. Prenons l'exemple d'un vol Calgary-Londres avec escale à Winnipeg. Le vol Calgary-Winnipeg serait classé comme "vol intérieur", et le trajet Winnipeg-Londres comme "autre vol international".

5. Lorsque le numéro de vol est modifié à un aéroport, le contenu de l'aéronef (voyageurs et cargaison) est considéré comme étant arrivé à destination et débarqué.

6. Tous les vols en provenance et à destination de l'Alaska entrent dans la catégorie "vols transfrontaliers". Depuis 1968, les données sur les vols en provenance ou à destination des îles Hawaii sont comprises dans la même catégorie.

VICTORIA INTERNATIONAL AIRPORT AÉROPORT INTERNATIONAL DE VICTORIA

Scheduled International and Mainline Domestic Traffic

Trafic international à horaire fixe et trafic intérieur de ligne principale

Period covered - - période	Arriving load - - Charge à l'arrivée			Deplaned load - - Charge débarquée			Enplaned load - - Charge embarquée			Departing load - - Charge au départ		
January 1 to June 30 / 1er janvier au 30 juin	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises
		thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres	
Domestic -- Intérieur:												
1968	50,732	287.6	384.2	48,079	287.0	341.2	46,417	192.2	495.0	50,003	246.7	749.3
1969	37,078	213.1	298.5	34,453	213.0	242.4	33,547	169.0	287.5	36,913	205.6	499.8
% change -- variation %	- 26.9	- 25.9	- 22.3	- 28.4	- 25.8	- 29.0	- 27.7	- 12.1	- 41.9	- 26.2	- 16.7	- 33.3
International:												
Transborder -- Transfrontalier												
1968	15,353	62.3	327.9	11,719	7.9	73.6	11,205	12.1	8.4	13,906	12.5	51.3
1969	12,362	45.4	265.5	8,996	8.8	53.1	8,639	9.1	6.2	11,264	9.3	62.3
% change -- variation %	- 19.5	- 27.1	- 19.0	- 23.2	11.4	- 27.9	- 22.9	- 24.8	- 26.2	- 19.0	- 25.6	21.4
Other -- Autre:												
1968	-	-	-	-	-	-	-	-	-	-	-	-
1969	-	-	-	-	-	-	-	-	-	-	-	-
% change -- variation %	-	-	-	-	-	-	-	-	-	-	-	-
Total International:												
1968	15,353	62.3	327.9	11,719	7.9	73.6	11,205	12.1	8.4	13,906	12.5	51.3
1969	12,362	45.4	265.5	8,996	8.8	53.1	8,639	9.1	6.2	11,264	9.3	62.3
% change -- variation %	- 19.5	- 27.1	- 19.0	- 23.2	11.4	- 27.9	- 22.9	- 24.8	- 26.2	- 19.0	- 25.6	21.4
All services -- Tous les services:												
1968	66,085	349.9	712.1	59,798	294.9	414.8	57,622	204.3	503.4	63,909	259.2	800.6
1969	49,440	258.5	564.0	43,449	221.8	295.5	42,186	178.1	293.7	48,177	214.9	562.1
% change -- variation %	- 25.2	- 26.1	- 20.8	- 27.4	- 24.8	- 28.8	- 26.8	- 12.8	- 41.7	- 24.6	- 17.1	- 29.8

Note: Additions for mail and cargo may not balance due to rounding.
Nota: Les additions du courrier et des marchandises peuvent être inexactes parce que les chiffres sont arrondis.

WINDSOR AIRPORT AÉROPORT DE WINDSOR

Scheduled International and Mainline Domestic Traffic

Trafic international à horaire fixe et trafic intérieur de ligne principale

Period covered - - période	Arriving load - - Charge à l'arrivée			Deplaned load - - Charge débarquée			Enplaned load - - Charge embarquée			Departing load - - Charge au départ		
January 1 to June 30 — 1er janvier au 30 juin	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises
		thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres	
Domestic -- Intérieur:												
1968	39,043	132.7	602.8	37,221	122.7	446.0	37,970	151.3	1,598.2	40,086	159.8	1,726.3
1969	37,206	177.3	797.6	35,277	165.3	653.9	33,444	188.2	1,194.6	35,548	193.2	1,242.1
% change -- variation %	- 4.7	33.6	32.3	- 5.2	34.7	46.6	- 11.9	24.4	- 25.3	- 11.3	20.9	- 28.1
International:												
Transborder -- Transfrontalier												
1968	-	-	-	-	-	-	-	-	-	-	-	-
1969	-	-	-	-	-	-	-	-	-	-	-	-
% change -- variation %	-	-	-	-	-	-	-	-	-	-	-	-
Other -- Autre:												
1968	1,086	5.2	43.4	137	0.3	1.3	224	-	30.2	879	6.5	101.0
1969	1,761	5.3	49.0	433	0.2	3.3	223	0.4	69.0	1,376	12.3	211.0
% change -- variation %	62.2	1.9	12.9	216.1	- 33.3	153.8	- 0.5	-	128.5	56.5	89.2	108.9
Total International:												
1968	1,086	5.2	43.4	137	0.3	1.3	224	-	30.2	879	6.5	101.0
1969	1,761	5.3	49.0	433	0.2	3.3	223	0.4	69.0	1,376	12.3	211.0
% change -- variation %	62.2	1.9	12.9	216.1	- 33.3	153.8	- 0.5	-	128.5	56.5	89.2	108.9
All services -- Tous les services:												
1968	40,129	137.9	646.2	37,358	123.0	447.3	38,194	151.3	1,628.4	40,965	166.3	1,827.3
1969	38,967	182.6	846.6	35,710	165.5	657.2	33,667	188.6	1,263.6	36,924	205.5	1,453.1
% change -- variation %	- 2.9	32.4	31.0	- 4.4	34.6	46.9	- 11.9	24.7	- 22.4	- 9.9	23.6	- 20.5

Note: Additions for mail and cargo may not balance due to rounding.
Nota: Les additions du courrier et des marchandises peuvent être inexactes parce que les chiffres sont arrondis.

WINNIPEG INTERNATIONAL AIRPORT AÉROPORT INTERNATIONAL DE WINNIPEG

Scheduled International and Mainline Domestic Traffic

Trafic international à horaire fixe et trafic intérieur de ligne principale

Period covered - - période	Arriving load - - Charge à l'arrivée			Deplaned load - - Charge débarquée			Enplaned load - - Charge embarquée			Departing load - - Charge au départ		
January 1 to June 30 — 1er janvier au 30 juin	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo	Passengers	Mail	Cargo
	Passagers	Courrier	Marchandises	Passagers	Courrier	Marchandises	Passagers	Courrier	Marchandises	Passagers	Courrier	Marchandises
		thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres	
Domestic -- Intérieur:												
1968	311,772	5,215.1	15,248.4	216,551	1,646.7	6,060.9	208,849	1,456.5	4,527.7	304,267	5,030.6	13,716.9
1969	308,199	4,562.5	13,258.3	213,987	2,747.3	6,684.2	213,426	2,385.7	5,703.5	307,953	4,206.5	12,313.8
% change -- variation %	- 1.2	- 12.6	- 13.1	- 1.2	66.8	10.3	2.2	63.8	26.0	1.2	- 16.4	- 10.2
International:												
Transborder -- Transfrontalier												
1968	25,326	162.8	910.2	25,326	162.8	910.2	24,961	107.8	127.3	24,961	107.8	127.3
1969	30,842	447.8	1,282.3	30,842	447.8	1,282.4	30,379	85.8	207.0	30,379	85.8	207.0
% change -- variation %	21.8	175.1	40.9	21.8	175.1	40.9	21.7	- 20.4	62.6	21.7	- 20.4	62.6
Other -- Autre:												
1968	3,125	10.4	87.3	2,217	3.6	73.3	1,830	2.8	16.8	2,541	4.0	29.2
1969	2,743	15.5	99.2	1,228	4.5	50.0	1,148	2.0	9.8	2,348	7.2	22.7
% change -- variation %	- 12.2	49.0	13.6	- 44.6	25.0	- 31.8	- 37.3	- 28.6	- 41.7	- 7.6	80.0	- 22.3
Total International:												
1968	28,451	173.2	997.5	27,543	166.4	983.5	26,791	110.6	144.1	27,502	111.8	156.5
1969	33,585	463.3	1,381.5	32,070	452.3	1,332.4	31,527	87.8	216.8	32,727	93.0	229.7
% change -- variation %	18.0	167.5	38.5	16.4	171.8	35.5	17.7	- 20.6	50.5	19.0	- 16.8	46.8
All services -- Tous les services:												
1968	340,223	5,388.3	16,245.9	244,094	1,813.0	7,044.4	235,640	1,567.1	4,671.8	331,769	5,142.4	13,873.4
1969	341,784	5,025.8	14,639.8	246,057	3,199.6	8,016.6	244,953	2,473.5	5,920.3	340,680	4,299.5	12,543.5
% change -- variation %	0.5	- 6.7	- 9.9	0.8	76.5	13.8	4.0	57.8	26.7	2.7	- 16.4	- 9.6

Note: Additions for mail and cargo may not balance due to rounding.
Nota: Les additions du courrier et des marchandises peuvent être inexactes parce que les chiffres sont arrondis.

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Aviation Statistics Centre/Centre des statistiques de l'aviation

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Number of Canadian Private Aircraft Reporting Flying Hours in 1967

In 1967, 4,722 Canadian private aircraft with a valid certificate of airworthiness flew 670,666 hours. Of this total 4,660 fixed-wing aircraft flew 656,668 hours and 62 helicopters flew 13,998 hours.

The statistics on the following pages are compiled from data reported on applications for certificates of airworthiness. It should be mentioned that the data is collected by province of registration which does not necessarily coincide with the province where the flying activity took place.

In order to keep the length of the list within reasonable bounds, some models of the same type of aircraft with corresponding flying characteristics are grouped together.

The aircraft types are identified in accordance with the DOT Air Traffic Control "List of Aircraft Abbreviations".

Inquiries related to the subject-matter presented should be directed to Department of Transport, Ottawa 4, Ont. Attention: Aviation Statistics Centre, Mr. Jan Bekooy (Telephone 992-2957).

Nombre d'aéronefs privés canadiens pour lesquels des heures de vol ont été déclarées en 1967

En 1967, 4,722 aéronefs privés canadiens ayant un certificat de navigabilité ont enregistré 670,666 heures de vol, dont 656,668 effectuées par 4,660 aéronefs à voilure fixe et 13,998 par 62 hélicoptères.

Les statistiques des pages suivantes ont été établies à partir des données fournies au moment des demandes de certificats de navigabilité. Il convient de noter que les renseignements sont recueillis par province d'immatriculation et que celle-ci n'est pas nécessairement celle où les heures de vol ont été effectuées.

Afin de maintenir la longueur de la liste dans des limites raisonnables, on a groupé certains modèles d'aéronefs de même type qui ont les mêmes capacités de vol.

Les types d'aéronefs sont indiqués conformément à la "Liste des abréviations des aéronefs" du contrôle de la circulation aérienne du ministère des Transports.

Adresser toute demande de renseignements sur les données du présent bulletin au ministère des Transports, Ottawa 4, aux soins de M. Jan Bekooy, Centre des statistiques de l'aviation (téléphone 992-2957).

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1. Nombre d'aéronefs privés canadiens pour lesquels des heures de vol ont été déclarées en 1967. Par aéronefs à voilure fixe, aéronefs à voilure tournante et province d'immatriculation	2
2. Nombre d'aéronefs privés canadiens pour lesquels des heures de vol ont été déclarées en 1967. Par fabricant, modèle et province d'immatriculation	3

8705-501

...oduced by the Aviation Statistics Centre, Transportation and Public Utilities Division, Dominion Bureau of Statistics,
... behalf of the Department of Transport and the Canadian Transport Commission
...digé par le Centre des statistiques de l'aviation, Division des transports et des services d'utilité publique, Bureau fédéral de la statistique,
...ur le Ministère des Transports et la Commission canadienne des transports

Number of Canadian Private Aircraft Reporting Flying Hours, in 1967
by Fixed-Wing, by Rotary Wing, by Province of Registration

	Fixed-wing	Rotary wing	Total
Canada - No.	4,660	62	4,722
Hours flown ...	656,668	13,998	670,666
B.C. - No.	748	15	763
Hours flown ...	132,857	3,337	136,194
Alta. - No.	680	4	684
Hours flown ...	107,128	1,349	108,477
Sask. - No.	481	3	484
Hours flown ...	50,100	138	50,238
Man. - No.	416	2	418
Hours flown ...	47,540	261	47,801
Ont. - No.	1,669	11	1,680
Hours flown ...	219,387	3,068	222,455
Que. - No.	448	23	471
Hours flown ...	68,806	3,596	72,402
N.B. - No.	68	1	69
Hours flown ...	11,162	1,130	12,292
N.S. - No.	45	1	46
Hours flown ...	5,384	196	5,580
P.E.I. - No.	15		15
Hours flown ...	1,655		1,655
Nfld. - No.	31		31
Hours flown ...	5,864		5,864
N.W.T. - No.	32		32
Hours flown ...	3,486		3,486
Yukon - No.	27	2	29
Hours flown ...	3,299	923	4,222

Number of Canadian Private Aircraft Reporting Flying Hours on Certificate of Airworthiness
by Manufacturer and Model, by Province of Registration
as at December 31, 1967,
Showing Total Hours Flown in 1967

Official designator	Manufacturer name	Model	Canada		B.C.		Alta.		Sask.		Man.		Ont.		Que.		N.B.		N.S.		P.E.I.		Nfld.		N.W.T.		Yukon	
			No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown
	Ace Aircraft:																											
AACE	Corben Baby Ace	AACE	4	304									4	304														
	Aero Commander:																											
AC10	Commander	100	4	403			1	113	1	150	1	18	1	122														
AC20	Commander	200	1	42									1	42														
AC50	Commander	500	11	2,738	1	38	4	1,154					2	62	2	667	2	817										
AC52	Commander	520	1	4									1	4														
AC56	Commander	560	5	1,478			1	281					3	1,031							1	166						
AC68	Super Commander	680	15	3,240	1	250	1	293			1	200	10	2,094			2	403										
AC72	Alti-Cruiser	720	1	458													1	458										
AC21	Jet Commander	1121	6	2,889									4	2,352	1	190							1	347				
	Aeronca:																											
AR65	Scout	KC, 50, 65	10	594	1	28	1	69	1	60			3	148	3	215					1	74						
AR11	Chief (Super)	11	111	7,384	9	1,373	11	459	16	833	21	1,180	38	2,604	10	465	1	82	3	258	1	104	1	26				
AR15	Sedan	15AC	21	1,437	6	558	1	1	1	97	2	166	7	447	4	168												
AR58	Aeronca	058	1	56															1	56								
	Avro (A.V. Roe):																											
ANSN	Anson (Federal)	V	1	212									1	212														
	Auster Aircraft:																											
AUST	Auster	Mark 6	10	627			2	198					7	291	1	138												
	Beech Acft.: (Beechcraft)																											
BE17	Stagger Wing	17	5	182	1	15	1	69					1	48	1	33	1	17										
BE23	Musketeer	23	29	4,651	5	700	9	1,258	3	495	2	617	6	749	4	832												
BE33	Debonair	33	7	1,177			4	1,012					3	165														
BE35	Bonanza	35	69	8,420	11	1,693	21	3,287	6	475	8	1,014	11	1,125	6	377	3	257	1	159	1	29					1	4
BE18	Expeditor	18	7	2,236			1	376	2	769	2	737	2	354														
BE8S	Super	18S	12	2,271	2	136	1	126			1	133	7	1,716									1	160				
BE50	Twin Bonanza (Seminole)	50	6	2,269	3	892	3	1,377																				
BE55	Baron	A55	11	2,530	1	219	5	760			1	138	1	120	2	1,127	1	166										
BE65	Queen Air	65	7	2,960			1	427			1	392	4	1,856	1	285												
BE80	Queenair 80/A80	80	1	591			1	591																				
BE90	King Air	90	2	540											2	540												
BE95	Travelair	95	19	5,426	1	194	8	3,739	1	196	3	362	2	455	3	360											1	120
	Bellanca Acft: (Inc. Downer & Northern)																											
BL14	Cruisair Sr./Cruise-master	14-13/14-19	16	614	1	39	5	198	4	96			4	215	1	7	1	59										
BL31	Skyrocket	31-55	1	132	1	132																						

Number of Canadian Private Aircraft Reporting Flying Hours on Certificate of Airworthiness
by Manufacturer and Model, by Province of Registration
as at December 31, 1967,
Showing Total Hours Flown in 1967 - Continued

Official designator	Manufacturer name	Model	Canada		B.C.		Alta.		Sask.		Man.		Ont.		Que.		N.B.		N.S.		P.E.I.		Nfld.		N.W.T.		Yukon	
			No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown
	Boeing Airplane (Stearman):																											
B75	Stearman	75	2	82	1	21	1	61																				
B727	Astrojet	727	1	3,583									1	3,583														
	Bristol Acft.:																											
BRFT	Freighter	170	1	5	1	5																						
	Callair Inc.:																											
CA23	Callair	A-2, A-3, A-4	2	77			1	14					1	63														
	Canadair Ltd.:																											
NSTR	North Star	M2; C5	2	494									2	494														
	Cessna Acft.:																											
C14	Cessna	140	128	9,915	26	2,810	26	2,156	18	1,131	15	1,206	27	1,383	7	707	3	161	1	7	1	29	1	174	3	151		
C150	Cessna	150	114	35,716	24	11,604	16	4,313	17	3,304	8	1,760	40	11,927	7	1,855			1	525							1	428
C170	Cessna	170	137	14,689	30	3,154	16	1,856	36	4,857	15	1,874	28	2,008	8	608							2	130	2	202		
C172	Skyhawk	172	340	56,028	67	14,233	27	5,293	56	7,881	16	2,192	136	19,858	26	5,102	3	420	4	381	1	304	2	104	1	115	1	145
C175	Skylark	175	50	4,338	13	959	7	1,053	10	827	2	45	12	827	3	143	1	365	2	119								
C177	Cessna	177	4	129	1	44	1	39					2	46														
C180	Cessna	180	321	49,323	68	12,982	34	6,306	12	1,171	31	5,395	119	14,077	41	6,585	2	173	1	52			6	1,023	3	727	4	832
C182	Skylane	182	84	11,245	15	3,627	14	944	10	1,324	4	428	31	3,738	8	1,102	1	56	1	26								
C185	Skywagon	185	68	13,395	9	2,528	13	3,024	4	813	5	1,454	23	3,661	9	1,204							1	100	3	458	1	153
C188	Agwagon	188	1	123			1	123																				
C190	Cessna	190	1	46			1	46																				
C195	Cessna	195	19	1,382	3	169	3	183	3	306			6	472	3	224									1	28		
C205	Cessna	205	3	364			1	157					1	100			1	107										
C206	Super Skywagon	206	28	6,590	5	1,246	6	2,243	2	477	5	632	4	684	5	1,171	1	137										
C210	Cessna	210	14	2,367	4	836	3	401	1	8	1	516	4	533	1	73												
C305	Bird Dog	305/321	1	416			1	416																				
C310	Twin Cessna	310	32	6,811	4	512	5	1,317	2	266	3	681	15	3,175	2	718					1	142						
C336	Skymaster	336	2	365	2	365																						
C337	Cessna	337	15	2,436	3	335	1	209	1	244	3	254	5	1,066	2	328												
C320	Skyknight	320	8	2,349			4	727			1	429	3	1,193														
C401	Cessna	401	1	367											1	367												
C402	Cessna	402	1	1,413									1	1,413														
C411	Cessna	411	1	457			1	457																				
C421	Cessna	421	2	147	1	115	1	32																				
CT50	Crane (Bobcat)	T50	2	46	1	30							1	16														
C120	Cessna	120	49	4,942	7	1,824	7	311	14	900	1	85	13	905	5	527					1	18					1	372
	Champion Acft.:																											
CH7	Traveller-Challenger	7 Series	351	37,797	35	7,805	41	5,098	57	4,495	49	3,403	128	12,944	31	3,268	5	531	4	181					1	72		

Number of Canadian Private Aircraft Reporting Flying Hours on Certificate of Airworthiness
by Manufacturer and Model, by Province of Registration
as at December 31, 1967,
Showing Total Hours Flown in 1967 - Continued

Official designator	Manufacturer name	Model	Canada		B.C.		Alta.		Sask.		Man.		Ont.		Que.		N.B.		N.S.		P.E.I.		Nfld.		N.W.T.		Yukon	
			No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown
	Commonwealth Acft.:																											
CW85	Sky Ranger	185	1	79											1	79												
	Convair:																											
CNSO	Canso (Catalina)	28-5A	4	835							1	294	3	541														
	Dassault:																											
FFJ	Mystere/Falcon Fan Jet	20	5	1,784	1	618	1	497					2	414	1	255												
	DeHavilland:																											
DHC1	Chipmunk	DHC-1	14	932	2	201	3	87					5	576	2	26			1	15							1	27
DHC2	Beaver	DHC-2	40	15,061	8	2,852	8	4,013	1	582	1	245	13	3,490	6	2,937							3	942				
DH2T	Turbo Beaver	DHC-2	5	2,018									5	2,018														
DHC3	Otter	DHC-3	11	5,213	2	837	1	757					6	3,148	2	471												
DHC4	Caribou	DHC4	3	2,719			1	1,360					2	1,359														
DH6	Twin Otter	DHC-6	6	2,685			4	2,377					2	308														
DH82	Tiger Moth	DH-82	10	226			1	61	1	7	1	1	6	143	1	14												
DH60	Gypsy Moth	DH-60	3	119			1	103					2	16														
HS25	Dominie	DH125	12	5,594			2	1,172			1	491	5	1,792	4	2,139												
DH11	Heron	DH114	1	243									1	243														
	Dornier-Werke:																											
DO28	Dornier	28	5	2,518	1	395	4	2,123																				
	Douglas Acft.:																											
DC3	Skytrain/Dakota	DC3	20	11,403			3	2,173			1	286	9	4,401	6	4,314							1	229				
DC6B	- - -	DC-6B	1	1,587	1	1,587																						
	Fairchild Stratos (Husky):																											
FA24	Husky	F 24	3	65					1	6															1	14	1	45
FA27	Friendship (Fokker)	F-27	1	1,648									1	1,648														
FA62	Cornell	M-62	3	53			1	13					1	6			1	34										
	Fleet Acft.:																											
FL16	Finch	16B	2	18									1	14	1	4												
FL21	- - -	21M	1	7									1	7														
FL80	Canuck	80	47	9,258	6	2,936	8	1,042	1	60	1	30	24	3,762	3	468	4	960										
	Forney Acft.: (Ercoupe)																											
FO1	Aircoupe	F-1	91	8,220	14	3,061	18	1,104	8	333	5	459	36	2,441	9	769											1	53
FO15	Ercoupe Club Air	E-415	13	1,622	3	479	4	285	2	478	1	231	3	149														
	Found Bros. Aviation:																											
FB2	- - -	FBA-2C	5	1,167							1	245	3	768											1	154		

Number of Canadian Private Aircraft Reporting Flying Hours on Certificate of Airworthiness
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Official designator	Manufacturer name	Model	Canada		B.C.		Alta.		Sask.		Man.		Ont.		Que.		N.B.		N.S.		P.E.I.		Nfld.		N.W.T.		Yukon	
			No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown
	Funk Acft.:																											
FUNK	- - -	B75/B-85	2	186			1	146			1	40																
	Gliders:																											
GLDR	Gliders	All Models	124	8,924	9	649	18	1,200	4	211	9	459	56	4,524	27	1,854	1	27										
	Grumman Acft.:																											
G21	Goose	G-21	10	3,751	7	3,123					1	181	2	447														
G30	S.C.A.N.	30	2	225									1	204	1	21												
G44	Widgeon & Super Widgeon	G-44	7	1,151	2	400					1	282	3	411	1	58												
G73	Mallard	G73	3	378									2	174	1	204												
G159	Gulfstream	G-159	6	2,691									4	1,619	2	1,072												
G164	AG-Cat	G-164	1	185									1	185														
	Helio Acft.:																											
H391	Courrier	H391	2	253	1	83							1	170														
H395	Super Courrier	H395	3	460	1	181	1	201							1	78												
	Homebuilt Acft.:																											
HMBD	- - -	All Models	102	5,645	15	702	13	659	6	414	1	2	50	2,957	9	434	5	337	1	21	1	2	1	117				
	Howard Aero:																											
WARD	Howard	DGA-8 & 15	1	67									1	67														
WARO	Converted Ventura	500	2	358			1	171																	1	187		
	Lake Acft. Corp. (Colonial):																											
LC4	Skimmer/Colonial	C-1, C-2, LA-4	13	1,075	1	38	1	109			1	30	8	696	1	91			1	111								
	Lear:																											
LR23	Learjet	23	3	1,288									3	1,288														
	Lockheed Acft.:																											
L18	Lodestar	18	4	1,579			2	951					1	163	1	465												
L329	Jetstar	329	1	290									1	290														
T33	Silver Star	T33	2	205									2	205														
	Longreen Acft.:																											
LONG	Centaur	101	1	60	1	60																						
	Maranda:																											
MN10	Super Loisir	EM-1A	2	279	1	83											1	196										

Number of Canadian Private Aircraft Reporting Flying Hours on Certificate of Airworthiness
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Official designator	Manufacturer name	Model	Canada		B.C.		Alta.		Sask.		Man.		Ont.		Que.		N.B.		N.S.		P.E.I.		Nfld.		N.W.T.		Yukon	
			No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown
	Maule:																											
MU4	Beedee	M-4	14	1,541	1	422	3	285			2	220	4	436	3	121	1	57										
	Mong:																											
MG1	Sport	MS2	1	4			1	4																				
	Mooney Acft.:																											
MO18	Mite/Wee Scotsman	M18	2	22					2	22																		
MO20	Mark 20	20	66	8,700	9	1,698	13	2,441	5	556	7	790	23	2,267	7	592					1	258	1	98				
MO21	Model M-21	21	1	661									1	661														
	Morane Saulnier Acft.:																											
MS88	Rallye-Rallye Super	MS880-MS885	9	426	3	210	5	195	1	21																		
	Navion Acft.:																											
NA1	Range Master	NA1	10	674	4	235	1	72	1	193			3	142	1	32												
NA16	Twin Navion	D16	2	72	1	43							1	29														
	Noorduyn Norseman:																											
NO4	Norseman	IV	2	151																					2	151		
NO5	Norseman	V	4	1,311					1	511					3	800												
NO6	Norseman	VI	2	405			2	405																				
	North American:																											
NAT6	Harvard	NAT6	53	2,058	11	381	12	532	9	173	3	138	16	751	1	77			1	6								
B25	Mitchell	B25	1	19			1	19																				
N265	Sabreliner	NA-265	1	136									1	136														
P51	Mustang	P51	1	16									1	16														
	Northwestern Aero:																											
PO35	Porter Field	35	1	62	1	62																						
	Piper Aircraft:																											
PA11	Cub Special	PA-11	65	4,600	4	332	3	155	8	307	11	510	34	2,324	3	858			2	114								
PA12	Super Cruiser	PA-12	116	12,099	10	1,487	19	1,192	15	1,034	19	1,124	34	5,939	13	986	1	42	1	78	2	129			1	46	1	42
PA14	Family Cruiser	PA-14	13	972	4	428	1	13			2	225	5	276													1	30
PA15	Vagabond	PA-15	8	502	2	127			1	4	1	176	4	195														
PA16	Clipper	PA-16	19	1,343	6	590	4	286	1	34	2	75	4	273	1	58	1	27										
PA17	Vagabond Trainer	PA-17	7	1,366	1	1,005	3	185	1	63	1	77	1	36														
PA18	Super Cub	PA-18	169	22,751	38	5,842	22	3,770	16	1,407	13	1,815	41	4,861	25	3,813	2	295	5	221					2	31	5	696
PA2	Cub Trainer	J-2	3	123									2	85	1	38												
PA20	Pacer	PA-20	39	2,612	5	259	9	553	3	265	5	368	11	752	4	287					1	39	1	89				
PA3	Cub Trainer	J-3	243	22,315	22	2,908	12	733	19	1,086	35	4,640	125	11,098	22	1,334	2	67	2	133			2	133	1	161	1	22
PA4	Club Coupe	J-4	12	2,325									10	2,297	1	18			1	10								
PA22	Caribbean/Colt/ Tri-Pacer	PA-22	180	23,314	30	4,151	20	2,989	18	1,302	9	700	76	11,132	13	1,349	8	891	3	480	1	241			1	21	1	58

Number of Canadian Private Aircraft Reporting Flying Hours on Certificate of Airworthiness
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as at December 31, 1967,
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Official designator	Manufacturer name	Model	Canada		B.C.		Alta.		Sask.		Man.		Ont.		Que.		N.B.		N.S.		P.E.I.		Nfld.		N.W.T.		Yukon	
			No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown
	Piper Aircraft: (Concluded																											
PA24	Comanche	PA-24	79	15,119	10	2,001	27	3,916	10	1,335	8	962	15	3,178	5	1,562	2	524	1	34			1	1,607				
PA25	Pawnee	PA-25	9	1,942			3	356	3	149	1	939	2	498														
PA28	Cherokee	PA-28	89	29,160	11	4,774	21	4,167	9	3,114	6	1,786	24	5,899	12	4,647	2	2,329	3	2,193			1	251				
PA23	Apache/Aztec	PA-23	90	28,380	10	3,875	15	5,905	6	1,491	4	503	42	12,657	7	2,454	3	909	1	165					1	327	1	94
PA30	Twin Comanche	PA-30	31	5,284	4	681	11	2,082	5	637			5	980	5	784					1	120						
PA31	Navajo	PA-31	5	780	1	100	2	110			1	424	1	146														
PA32	Cherokee Six	PA-32	4	887	1	352	1	341					2	194														
PA5	Cruiser	J-5	8	436	3	264	1	38			2	91	2	43														
	Pitts:																											
PT1	Special	SIC	1	67									1	67														
	Republic:																											
RC3	Seabee	RC-3	53	3,403	20	1,837	1	1			4	148	19	1,120	5	195	3	87							1	15		
	Scottish Aviation:																											
SCTP	Twin Pioneer	SCTP	1	41									1	41														
	Silvaire:																											
SL8	Observer	8 Series	114	8,830	33	3,400	11	745	11	1,041	11	460	33	2,176	8	599	1	75	2	21			2	134	2	179		
	Smith:																											
DSA1	Miniplane	DSA1	3	135	1	32			1	43			1	60														
	Stinson (Div. of Convair):																											
ST75	Voyager/Station Wagon	105/108	171	10,706	28	2,228	26	1,444	11	664	16	1,476	71	3,708	13	713							1	103	3	296	2	74
ST10	Series 8, 9 & 10	Series 8, 9 & 10	6	217	4	140					1	53	1	24														
ST77	Reliant (Vultee)	V-77	1	5									1	5														
	Stits Acft.:																											
SA1	Playboy/Flut-R-Bug/ Sky Coupe	SA-3B, 6B & 9A	12	572			1	2	1	11			8	430			1	96					1	33				
	Superior Acft.:																											
SU1	Culver-Cadet-Satellite	V	1	24	1	24																						
	Taylorcraft Inc.:					/																						
TA1	Models BC, C, D	12, 15, 19, 65	135	9,780	19	2,534	16	959	21	1,371	21	1,201	44	2,521	11	939									1	151	2	104
TA20	Ranch Wagon	20	4	192	1	58	1	52											1	18			1	64				

Number of Canadian Private Aircraft Reporting Flying Hours on Certificate of Airworthiness
by Manufacturer and Model, by Province of Registration
as at December 31, 1967,
. Showing Total Hours Flown in 1967 - Concluded

Official designator	Manufacturer name	Model	Canada		B.C.		Alta.		Sask.		Man.		Ont.		Que.		N.B.		N.S.		P.E.I.		Nfld.		N.W.T.		Yukon	
			No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown
	Temco Acft.:																											
TE1	Swift	GC-1	14	1,922	6	386	1	10			2	52	3	498	2	976												
TE11	Luscombe	11A	1	78	1	78																						
UV1	Universal Globe	GC1	2	165	1	102									1	63												
	Vickers Armstrong:																											
V170	Viscount	700 Series	1	372											1	372												
	Waco:																											
WACO	All Single Engined Models	WACO	3	83	1	55							2	28														
	Wittman:																											
W8	Tailwind	W8	1	82									1	82														
	Air and Space:																											
HA18	- - -	18A	5	158											5	158												
	Avian:																											
HG18	Gyroplane	2/180	12	260	3	34	1	44	2	10					6	172												
	Bell:																											
HB47	Soux/Trooper/ Bellairus/Ranger	47	23	7,053	10	2,508	2	1,254			1	188	2	249	5	801	1	1,130									2	923
HB04	Iroquois	204	1	1,184									1	1,184														
HB4	Jet Ranger	206	1	63									1	63														
	Fairchild Hiller:																											
HH5	- - -	1100	1	544	1	544																						
HH12	Raven	UH12	1	165									1	165														
	Hughes:																											
HU69	- - -	269	17	4,234	1	251	1	51	1	128	1	73	5	1,070	7	2,465			1	196								
	Republic (Sud Aviation):																											
HR60	Alouette III	SE-3160	1	337									1	337														

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275 SLATER, OTTAWA 4, ONTARIO

Aviation Statistics Centre/Centre des statistiques de l'aviation

Vol. 2, No. 3
ASC-SB-4-1

January 1970 janvier
Preliminary -- Préliminaire

Civil Aviation - October 1969
Scheduled Carrier Operations

Preliminary figures for the six Canadian airlines which perform scheduled services have been compiled and the results tabulated.

The general picture for the month of October 1969 shows increases in all facets of operations compared to the situation reported a year earlier. However, operating income for the month declined in spite of increased operating revenues.

Year-to-date figures indicate that the first ten months of 1969 involved more flying activity and produced a larger operating income than in the same period of 1968. This situation is especially notable considering the fact that for thirty days in 1969 Air Canada was not operating because of a strike by employees.

The major areas of growth compared to 1968 have been in the fields of goods traffic and charter operations. Unit toll goods ton-miles are more than one fifth greater in 1969 while charter passenger-miles have more than doubled and charter goods ton-miles have more than tripled.

Enquiries concerning the material presented should be directed to Canadian Transport Commission, Ottawa 4, Ontario. Attention: Aviation Statistics Centre, Mr. K.J. Marks (Telephone 992-2957).

Aviation civile - octobre 1969
Exploitation des transporteurs aériens offrant des services réguliers

Les statistiques provisoires des six compagnies aériennes qui offrent des vols réguliers ont été mises en tableau.

Une comparaison entre les données du mois d'octobre 1968 et celles d'octobre 1969 fait apparaître une augmentation de tous les chiffres relatifs à l'exploitation. Toutefois, le revenu d'exploitation, en dépit d'une augmentation des recettes d'exploitation, a diminué.

Le volume de l'activité des transporteurs aériens et de leurs recettes d'exploitation a été plus important au cours des dix premiers mois de cette année qu'au cours de la période correspondante de l'année dernière. Cela est d'autant plus remarquable que la société Air Canada a dû interrompre son activité pendant trente jours en 1969 à cause d'une grève de son personnel.

Les plus grands progrès ont eu lieu dans le transport de marchandises et les affrètements. Le nombre de tonnes-milles réalisées par les services à taxe unitaire a augmenté de plus d'un cinquième, celui de passager-milles en vols d'affrètement a plus que doublé et enfin le volume de tonnes-milles de marchandises transportées en vols d'affrètement a plus que triplé.

Adresser toute demande de renseignements supplémentaires à Commission canadienne des transports, Ottawa 4, Ontario. Attention: Centre des statistiques de l'aviation, M. K.J. Marks (Téléphone 992-2957).

8705-501

oduced by the Aviation Statistics Centre, Transportation and Public Utilities Division, Dominion Bureau of Statistics,
behalf of the Department of Transport and the Canadian Transport Commission
édigé par le Centre des statistiques de l'aviation, Division des transports et des services d'utilité publique, Bureau fédéral de la statistique,
our le Ministère des Transports et la Commission canadienne des transports

Scheduled Air Carrier Operations
October 1969 Preliminary Data

Exploitation des transporteurs aériens offrant des services réguliers
octobre 1969 - Résultats provisoires

	October - - octobre 1969				October - - octobre 1968 total	Jan.-Oct. 1969 total	Jan.-Oct. 1968 total	% change - - Variation en % 1969 cum. V's 1968 cum.
	Air Canada	CP Air	Four regional carriers(1) - - Quatre transporteurs régionaux(1)	Total(2)				
Operating statistics:								
Unit toll - Passenger-miles ..	457,843	143,493	30,564	631,900	587,121	6,880,717	6,404,760	+ 7.4
Goods ton-miles ..	17,093	4,798	808	22,699	19,936	194,586	160,096	+ 21.5
Mail ton-miles ...	2,247	649	170	3,065	2,484	27,944	23,139	+ 20.8
Charter - Hours* flown (actual)	614	113	1,625	2,352	2,138	36,084	24,267	+ 48.7
Passenger-miles	23,482	9,542	5,708	38,731	27,405	693,831	259,199	+ 167.7
Goods ton-miles	-	-	945	945	700	32,550	8,727	+ 273.0
Fuel Consumption: (gallons)								
Turbo and jet fuel	24,262	7,953	2,106	34,322	29,546	335,015	297,874	+ 12.5
Gasoline	-	7	490	497	1,322	7,026	12,808	- 45.1
Financial statistics:								
Operating revenues ..... $	34,347	10,145	4,508	48,999	44,949	504,379	447,669	+ 12.7
Operating expenses ..... $	34,528	10,360	5,492	50,379	42,845	471,806	418,026	+ 12.9
Operating income ..... $	(181)	(215)	(984)	(1,380)	2,105	32,573	29,643	+ 9.9

Exploitation:

Taxe unitaire - Passagers-milles
Tonnes-milles de marchandises
Tonne-milles de courrier

Vols d'affrétement - Heures* réelles de vol
Passagers-milles
Tonnes-milles de marchandises

Consommation de combustible: (gallons)

Combustible pour turbomoteurs et moteurs à réaction
Essence

Statistiques financières:

Recettes d'exploitation
Dépenses d'exploitation
Revenu d'exploitation

(1) Eastern Provincial Airlines, Pacific Western Airlines, Québecair and Transair. -- Eastern Provincial Airlines, Pacific Western Airlines, Québecair et Transair.

(2) Operations of the six carriers represented in totals normally account for approximately 90% of the revenues and expenses of the Canadian air transport industry. -- Ces six compagnies enregistrent habituellement quelque 90 p. 100 de toutes les recettes et dépenses d'exploitation de l'industries des transports aériens au Canada.

* All figures are expressed in '000s (except Charter Hours). -- Tous les chiffres sont exprimés en milliers (sauf les heures de vols d'affrètement).

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BULLETIN de service

275 SLATER, OTTAWA 4, ONTARIO

Aviation Statistics Centre/Centre des statistiques de l'aviation

Vol. 2, No. 4
ASC-SB-3-1

January 1970 janvier
Preliminary -- Préliminaire

Aircraft Movements Statistics
Airports with DOT Air Traffic Control Towers

During December 1969, total aircraft movements at airports with Department of Transport Air Traffic Control Towers were 271,410 up 50,283; itinerants were 11,673 up 17,398; locals were 144,184 up 31,069; and simulated approaches were 8,553 up 1,816; compared with December 1968.

A greater number of movements was recorded, in respect of airports with Department of Transport Air Traffic Control Towers, for every month of 1969 over 1968 except January, February and April when heavy snowfall and fog in Quebec, Montreal, Toronto and the Atlantic provinces grounded aircraft for five (5) days in January 1969 and four (4) days in February 1969; and the strike by machinists of Air Canada grounded this corporation's aircraft from April 21 to May 20, 1969.

New features of this issue include diagrammatic representation of (a) aircraft movements by class of operation, (b) comparison of monthly total movements during 1968 and 1969 (see page 2), and total movements in respect of each airport listed for December 1968 and Year 1968.

For prompt attention with regard to the above-named subject, kindly address all inquires to the Department of Transport, Ottawa 4, Ont. Attention: Aviation Statistics Centre, Mr. Jan Bekooy (Telephone 992-2957).

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Statistiques relatives au mouvement des aéronefs
Aéroports avec tour de contrôle de la circulation aérienne du ministère des Transports

En décembre 1969, les aéroports dotés d'une tour de contrôle de la circulation aérienne du ministère des Transports on enregistré 271,410 mouvements soit 50,283 de plus qu'en décembre 1968, et les vols itinerants on atteint 118,673 soit 17,398 de plus. Il y a eu 144,184 mouvements locaux, soit une augmentation de 31,069; et les approches simulées on attient 8,553, une hausse de 1,816 par rapport ou mois correspondant de l'année dernière.

Un plus grand nombre de mouvements ont été enregistres dans les aéroports pourvus d'une tour de contrôle de la circulation aérienne du ministère des Transports au cours de chaque mois en 1969, par rapport à 1968, sauf en janvier, février et avril, car de grosses chutes de neige et la brume, à Québec, Montréal, Toronto et dans les provinces de l'Atlantique, ont retenu les aéronefs au sol pendant cinq (5) jours en janvier 1969 et quatre (4) jours en février 1969; de même, la grève des mecaniciens d'Air Canada a paralysé les aéronefs de cette société du 21 avril au 20 may 1969.

Les innovations du présent bulletin comprennent un diagramme a) des mouvements d'aéronefs par classe de vol; b) la comparaison du nombre mensuel de mouvements en 1968 et 1969 (voir page 2) et le nombre total des mouvements enregistrés dans chaque aéroport compris dans l'enquête en décembre 1968 et pour l'année 1968.

Pour obtenir promptement les informations voulues à ce sujet, veuillez vous addresser au ministère des Transports, Ottawa 4, Ont. à l'attention de Centre des statiques de l'aviation, M. Jan Bekooy (Téléphone 992-2957).

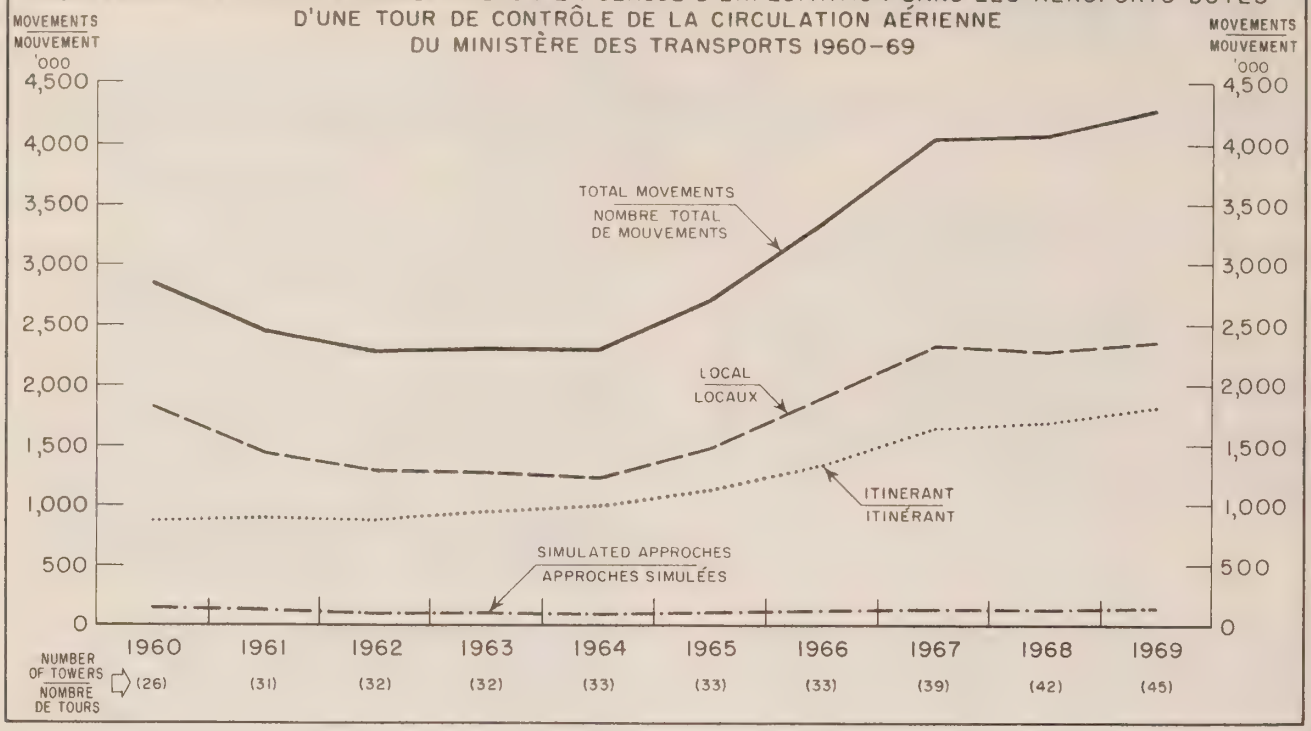
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duced by the Aviation Statistics Centre, Transportation and Public Utilities Division, Dominion Bureau of Statistics,
behalf of the Department of Transport and the Canadian Transport Commission
igé par le Centre des statistiques de l'aviation, Division des transports et des services d'utilité publique, Bureau fédéral de la statistique,
r le Ministère des Transports et la Commission canadienne des transports

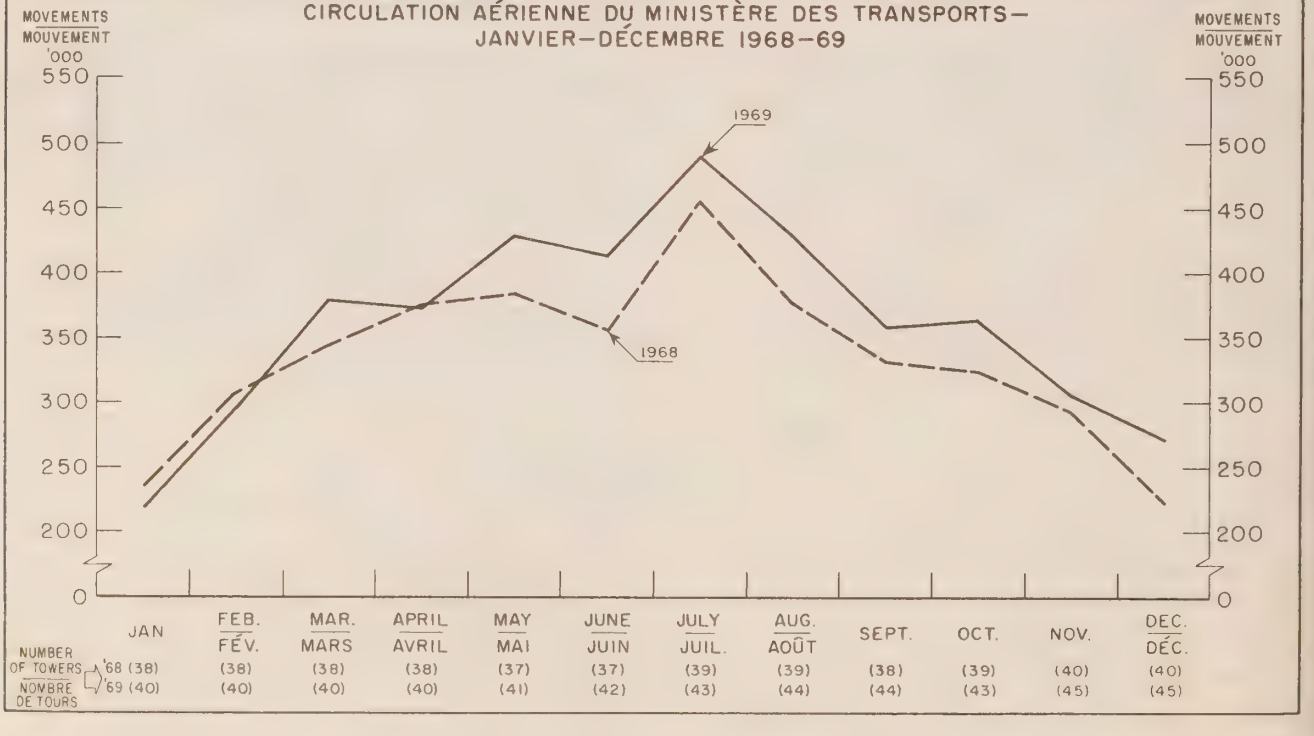
TOTAL AIRCRAFT MOVEMENTS BY CLASS OF OPERATION AT AIRPORTS WITH D.O.T. AIR TRAFFIC CONTROL TOWERS 1960–1969

MOUVEMENTS TOTAUX D'AÉRONEFS SELON LA CLASSE D'EXPLOITATION DANS LES AÉROPORTS DOTÉS D'UNE TOUR DE CONTRÔLE DE LA CIRCULATION AÉRIENNE DU MINISTÈRE DES TRANSPORTS 1960–69



TOTAL AIRCRAFT MOVEMENTS AT AIRPORTS WITH D.O.T. AIR TRAFFIC CONTROL TOWERS: JAN.–DEC. 1968–69

MOUVEMENTS TOTAUX D'AÉRONEFS DANS LES AÉROPORTS DOTÉS D'UNE TOUR DE CONTRÔLE DE LA CIRCULATION AÉRIENNE DU MINISTÈRE DES TRANSPORTS– JANVIER–DÉCEMBRE 1968–69



Airports with Department of Transport Towers
Total Aircraft Movements by Class of Operation, December 1969

Aéroports avec tours de contrôle du ministère des Transports
Total des mouvements d'aéronefs, par classe de vol, décembre 1969

Airports Aéroports	Total Dec. 1968	December 1969 décembre							
		Rank Rang	Total Dec. 1969	Rank Rang	Itinerant Itinérant	Rank Rang	Local Locaux	Rank Rang	Simulated approaches Approches simulées
ɔtsford	6,366		6,562		1,873		4,163	8	526
e Comeau	1,160		1,890		1,012		874		4
ndon	3,218		3,485		990		2,481		14
tonville	10,773	6	13,794		1,509	2	12,166		119
gary International	12,312	2	16,544	5	5,661	3	10,256	5	627
tierville	9,762		1,479		639		840		-
onton Industrial	10,726	9	10,907	6	5,242	8	5,542		123
onton International	2,763		4,604		1,965		1,569	1	1,070
t St. John	1,214		1,906		1,569		230		107
dericton	1,507		2,152		1,428		670		54
der International	2,442		3,257		1,226		1,934		97
ifax International	3,840		3,671		2,301		1,206		164
ilton City	-	10	10,436		2,300	6	7,521	6	615
loops	1,198		1,895		904		983		8
ehead	3,296		2,347		1,380		875		92
hbridge	3,034		3,649		1,108		2,486		55
don	6,136		5,945		2,326		3,518		101
cton	5,670		4,600		1,736		2,706		158
treal International	15,358	3	16,531		11,047	9	4,904	7	580
th Bay	2,303		4,064		1,356		2,426	10	282
awa International	10,858	5	14,171	4	6,486	7	6,774	2	911
awa	-		5,183		1,440		3,641		102
ticton	-		1,380		630		740		10
t Meadows	6,702		6,420	10	2,340		4,080		-
t Hardy	1,158		807		775		6		26
nce George	1,464		1,457		853		591		13
bec	6,097		5,979	9	2,930		2,918		131
ina	5,600		5,166		2,069		3,015		82
nt John	3,935		1,491		1,151		310		30
Andrews	4,268		9,855		1,513	5	8,342		-
Hubert	9,450	1	18,124	7	5,227	1	12,591	9	306
John's	647		1,515		732		760		23
katoon	5,932		4,634		2,017		2,510		107
t-Iles	2,028		1,877		1,403		442		32
ingbank	-		4,595		809		3,786		-
ney	513		579		528		44		7
onto International	14,624	4	15,487	1	13,249		1,564	4	674
onto Island	9,350	7	12,021	8	2,986	4	9,035		-
couver International	8,263		9,020	2	8,380		426		214
toria International	6,611		6,351		2,719		3,440		192
ush	843		691		533		157		1
erloo-Wellington	-		6,024		1,475	10	4,472		77
tehorse	2,189		3,203		1,187		2,004		12
dsor	3,472		4,044		1,338		2,604		102
nipeg International	14,045	8	11,618	3	8,331		2,582	3	705
al 1969 - 45 towers -- ours			271,410		118,673		144,184		8,553
al 1968 - 40 towers -- ours			221,127		101,275		113,115		6,737

Airports with Department of Transport Towers
Total Aircraft Movements by Class of Operation, Year 1969

Aéroports avec tours de contrôle du ministère des Transports
Total des mouvements d'aéronefs, par classe de vol, année 1969

Airports - - Aéroports	Total 1968	Year 1969 année							
		Rank - - Rang	Total 1969	Rank - - Rang	Itinerant - - Itinérant	Rank - - Rang	Local - - Locaux	Rank - - Rang	Simula approc - - Approc simule
Abbotsford	159,324		107,486		40,339		60,679	7	6,
Baie Comeau	15,743		23,889		11,554		12,276		
Brandon	57,751		58,212		17,360		40,445		
Buttonville	170,701	4	212,032		20,189	2	190,354		1,
Calgary International	231,423	3	218,737	8	70,060	4	140,814	6	7,
Cartierville	313,307		126,859		43,515		83,344		
Edmonton Industrial	202,178	7	202,027	6	86,388	5	113,729		1,
Edmonton International	40,336		50,991		23,538		16,962	4	10,
Fort St. John	24,303		25,587		16,510		8,724		
Fredericton	25,352		50,957		23,713		26,623		
Gander International	52,972		76,071		25,854		48,824		1,
Halifax International	98,660		65,614		36,566		25,587		3,
Hamilton City	-		117,919		26,660	9	88,875		2,
Kamloops	37,771		51,969		26,685		24,960		
Lakehead	93,628		49,726		21,968		26,837		
Lethbridge	53,286		51,232		17,452		33,338		
London	100,709		115,841		42,820		70,722		2,
Moncton	95,247		94,476		28,020		63,229		3,
Montreal International	256,803	2	257,690	2	148,009	7	93,821	1	15,
North Bay	43,157		48,250		20,674		23,545	9	4,
Ottawa International	193,823	8	199,888	5	93,194	6	96,073	3	10,
Oshawa	-		11,644		2,628		8,833		
Penticton	-		14,380		5,952		8,368		
Pitt Meadows	156,517		142,940	10	52,995	8	89,945		
Port Hardy	18,865		16,742		14,499		2,125		
Prince George	54,314		39,572		20,751		18,577		
Quebec	113,262		123,373		52,032		69,639		1,
Regina	105,926		98,740		36,061		60,847		1,
Saint John	60,875		36,443		18,498		16,931		1,
St. Andrews	46,517		102,865		18,566	10	84,299		
St. Hubert	22,142	1	289,718	7	74,436	1	211,460	10	3,
St. John's	11,126		14,073		9,473		4,092		
Saskatoon	105,616		95,086		35,064		56,280		3,
Sept-Iles	34,223		33,484		24,650		8,175		
Springbank	-		7,651		1,253		6,398		
Sydney	12,413		10,429		7,982		2,322		
Toronto International	200,864	5	210,710	1	165,428		31,611	2	13,
Toronto Island	214,709	6	209,181	9	61,532	3	147,649		
Vancouver International	152,642	10	169,602	3	142,120		21,822	8	5,
Victoria International	119,439		115,651		51,787		60,818		3,
Wabush	10,773		9,440		6,676		2,699		
Waterloo-Wellington	-		39,757		13,082		26,081		
Whitehorse	34,261		58,901		20,830		37,871		
Windsor	59,607		76,335		23,063		51,105		2,
Winnipeg International	237,600	9	179,932	4	114,161		55,811	5	9,
Total 1969 - 45 towers -- tours			4,312,102		1,814,587		2,373,519		123,
Total 1968 - 42 towers -- tours			4,048,224		1,667,608		2,265,995		114,
Total 1967 - 39 towers -- tours			4,037,749		1,610,595		2,312,673		114,
Total 1966 - 33 towers -- tours			3,316,740		1,320,417		1,892,615		103,

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Aviation Statistics Centre/Centre des statistiques de l'aviation

Vol. 2, No. 5
ASC-SB-2-2

January 1970 janvier

Airport Activity

This bulletin is another of a revised series in which data for the current year will be compared to that for the same period last year, at twenty-five of the top airports in Canada.

In this instance the period covered is the first half of 1968 and 1969.

A strike, which closed down Air Canada's operations from April 21 until May 20, had a significant impact on the 1969 figures.

Inquiries relating to the data may be directed to the Canadian Transport Commission, Ottawa 4, Ontario. Attention: Aviation Statistics Centre, Mr. G.C. Coleman, (Telephone 613-992-2332).

Activité des aéroports

Le présent bulletin est un autre dans une série révisée qui contiendra les données de 1'année en cours et de 1'année précédente sur 1'activité de vingt-cinq des plus importants aéroports du Canada.

La présente édition porte sur le premier semestre des années 1968 et 1969.

Une grève, qui a interrrompu 1'exploitation d'Air Canada du 1er avril au 20 mai, a eu une grande répercussion sur les résultats de 1969.

Adresser toute demande de renseignements sur les données du présent bulletin à la Commission canadienne des transports, Ottawa 4, Ontario. Attention: Centre des statistiques de 1'aviation, M. G.C. Coleman, (Téléphone 613-992-2332).

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8705-501

oduced by the Aviation Statistics Centre, Transportation and Public Utilities Division, Dominion Bureau of Statistics,
behalf of the Department of Transport and the Canadian Transport Commission
édigé par le Centre des statistiques de l'aviation, Division des transports et des services d'utilité publique, Bureau fédéral de la statistique,
our le Ministère des Transports et la Commission canadienne des transports

Explanatory Notes - Airport Activity Tables

1. The data refers to regularly scheduled mainline domestic flights. Data concerning charter flights have not been included in the tables.

2. Data concerning domestic flights were collected on a 15 per cent sample basis. The sample is such that each day of the week is sampled twice each quarter, and there is at least one sample day in each week.

3. Cargo has been considered as express and freight.

4. At airports where flight numbers changed, all traffic on board was reported deplaned as well as arrived.

Notes - explicatives - Tableaux de l'activité des aéroports

1. Les données ont trait aux vols réguliers sur les grandes lignes intérieures. Les données sur les affrètements ne sont pas comprises dans les tableaux.

2. Les données sur les vols intérieurs ont été réunies à partir d'un échantillon de 15 p. 100. L'échantillon est choisi de façon à ce que chaque jour de la semaine soit observé deux fois par trimestre et qu'il y ait au moins un jour-échanitllon par semaine.

3. Les "marchandises" comprennent les messageries et le fret.

4. Lorsque le numéro de vol est modifié à un aéroport, le contenu de l'aéronef (voyageurs et cargaison) est considéré comme étant arrivé à destination et débarqué.

Mainline Domestic Traffic

Trafic national de ligne principale

Period covered - - période January 1 to June 30 / 1er janvier au 30 juin	Arriving load - - Charge à l'arrivée			Deplaned load - - Charge débarquée			Enplaned load - - Charge embarquée			Departing load - - Charge au départ		
	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises
		thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres	
Airport/Aéroport: Edmonton Industrial												
1968	57,907	199.0	376.9	57,907	199.0	376.9	61,282	783.0	2,635.1	61,282	783.0	2,635.1
1969	75,595	195.9	524.8	75,595	195.9	524.8	77,585	841.9	2,695.6	77,585	841.9	2,695.6
% change -- variation %	30.5	- 1.6	39.2	30.5	- 1.6	39.2	26.6	7.5	2.3	26.6	7.5	2.3
Airport/Aéroport: Fredericton												
1968	48,944	221.5	1,363.3	21,829	74.6	471.8	20,889	50.9	394.2	48,004	197.7	1,285.9
1969	46,440	249.7	1,455.4	19,486	54.5	343.0	18,905	49.8	276.4	45,859	245.2	1,388.8
% change -- variation %	- 5.1	12.7	6.8	- 10.7	- 27.0	- 27.3	- 9.5	- 2.2	- 29.9	- 4.5	24.0	8.0
Airport/Aéroport: Moncton												
1968	84,425	1,484.1	3,768.7	43,572	619.8	1,677.6	41,598	905.3	3,003.7	82,451	1,769.6	5,094.8
1969	57,244	1,244.4	2,736.0	30,349	823.2	2,606.8	29,533	905.8	2,950.4	56,428	1,327.0	3,079.6
% change -- variation %	- 32.2	- 16.2	- 27.4	- 30.4	32.8	55.4	- 29.0	0.1	- 1.8	- 31.6	- 25.0	- 39.6
Airport/Aéroport: Québec												
1968	91,937	526.9	1,539.1	56,167	322.3	796.3	58,213	353.4	373.8	93,983	558.0	1,116.6
1969	85,592	588.8	2,582.2	54,108	310.4	1,105.5	56,377	395.7	387.9	87,861	674.0	1,864.5
% change -- variation %	- 6.9	11.7	67.8	- 3.7	- 3.7	38.8	- 3.2	12.0	3.8	- 6.5	20.8	67.0
Airport/Aéroport: Regina												
1968	72,708	784.2	2,505.6	55,727	496.4	1,373.9	56,006	363.1	399.5	72,987	650.9	1,531.2
1969	86,504	923.1	1,839.8	56,124	553.7	1,060.6	54,392	393.9	361.0	84,772	763.3	1,140.1
% change -- variation %	19.0	17.7	- 26.6	0.7	11.5	- 22.8	- 2.9	8.5	- 9.6	16.1	17.3	- 25.6
Airport/Aéroport: St. John's												
1968	42,982	471.0	2,394.9	42,982	471.0	2,394.9	42,728	577.8	844.8	42,728	577.8	844.8
1969	34,296	337.1	1,509.8	34,296	337.1	1,509.8	40,907	583.7	785.6	40,907	583.7	785.6
% change -- variation %	- 20.2	- 28.4	- 37.0	- 20.2	- 28.4	- 37.0	- 4.3	1.0	- 7.0	- 4.3	1.0	- 7.0
Airport/Aéroport: Saskatoon												
1968	63,638	575.9	1,735.1	42,788	385.1	982.9	44,156	280.5	135.9	65,006	471.3	888.3
1969	67,441	596.1	1,467.8	44,192	373.3	756.3	43,152	249.8	114.2	66,401	472.6	825.7
% change -- variation %	6.0	3.5	- 15.4	3.3	- 3.1	- 23.1	- 2.3	- 11.0	- 16.0	2.1	0.3	- 7.1

Mainline Domestic Traffic - Concluded

Trafic national de ligne principale - fin

Period covered - - période	Arriving load - - Charge à l'arrivée			Deplaned load - - Charge débarquée			Enplaned load - - Charge embarquée			Departing load - - Charge au départ		
January 1 to June 30 - - 1er janvier au 30 juin	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises
		thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres	
Airport/Aéroport: Sault Ste. Marie												
1968	34,797	210.1	1,728.2	21,078	98.1	367.4	19,639	76.5	50.1	33,358	188.4	1,411.0
1969	28,818	239.0	1,146.0	17,918	108.7	291.8	17,522	73.4	37.6	28,422	203.8	891.9
% change -- variation %	- 17.2	13.8	- 33.7	- 15.0	10.8	- 20.6	- 10.8	- 4.1	- 25.0	- 14.8	8.2	- 36.8
Airport/Aéroport: Sept-Iles												
1968	29,147	188.6	906.9	19,745	62.9	574.6	19,796	340.2	354.9	29,198	465.8	687.3
1969	30,711	244.1	2,193.3	19,121	164.3	613.6	19,465	235.0	573.0	31,055	314.8	2,152.7
% change -- variation %	5.4	29.4	141.8	- 3.2	161.2	6.8	- 1.7	- 30.9	61.5	6.4	- 32.4	213.2
Airport/Aéroport: Sydney												
1968	46,891	591.2	2,545.6	22,544	106.4	551.7	21,837	81.8	179.3	46,184	566.6	2,173.3
1969	41,137	480.9	2,006.8	18,609	126.5	404.8	18,772	82.2	116.7	41,300	436.6	1,718.8
% change -- variation %	- 12.3	- 18.7	- 21.2	- 17.5	18.9	- 26.6	- 14.0	0.5	- 34.9	- 10.6	- 23.0	- 20.9

Note: Additions for mail and cargo may not balance due to rounding.
Nota: Les additions du courrier et des marchandises peuvent être inexactes parce que les chiffres sont arrondis.

Government Publications

Service BULLETIN de service

275 SLATER, OTTAWA 4, ONTARIO

Aviation Statistics Centre/Centre des statistiques de l'aviation

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Preliminary -- Préliminaire

Civil Aviation - November 1969
Scheduled Carrier Operations

Preliminary figures for the six Canadian airlines which perform scheduled services have been compiled and the results tabulated.

The general picture for the month of November 1969 shows increases in all facets of operations compared to the situation reported a year earlier. However, operating income for the month declined in spite of increased operating revenues.

Year-to-date figures indicate that the first eleven months of 1969 involved more flying activity and produced a larger operating income than in the same period of 1968. This situation is especially notable considering the fact that for thirty days in 1969 Air Canada was not operating because of a strike by employees.

The major areas of growth compared to 1968 have been in the fields of goods traffic and charter operations. Unit toll goods ton-miles are more than one fifth greater in 1969 while charter passenger-miles have more than doubled and charter goods ton-miles have more than tripled.

Enquiries concerning the material presented should be directed to the Canadian Transport Commission, Ottawa 4, Ontario. Attention: Aviation Statistics Centre, Mr. K.J. Marks (Telephone 992-2957).

Aviation civile - novembre 1969
Exploitation des transporteurs aériens offrant des services réguliers

Les statistiques provisoires des six compagnies aériennes qui offrent des vols réguliers ont été mises en tableau.

Une comparaison entre les données du mois de novembre 1968 et celles de novembre 1969 fait apparaître une augmentation de tous les chiffres relatifs à l'exploitation. Toutefois, le revenu d'exploitation, en dépit d'une augmentation des recettes d'exploitation, a diminué.

Le volume de l'activité des transporteurs aériens et de leurs recettes d'exploitation a été plus important au cours des onze premiers mois de cette année qu'au cours de la période correspondante de l'année dernière. Cela est d'autant plus remarquable que la société Air Canada a dû interrompre son activité pendant trente jours en 1969 à cause d'une grève de son personnel.

Les plus grands progrès ont eu lieu dans le transport de marchandises et les affrètments. Le nombre de tonnes-milles réalisées par les services à taxe unitaire a augmenté de plus d'un cinquième, celui de passager-milles en vols d'affrètement a plus que doublé et enfin le volume de tonnes-milles de marchandises transportées en vols d'affrètement a plus que triplé.

Adresser demande de renseignements supplémentaires à la Commission canadienne des transports, Ottawa 4, Ontario. Attention: Centre des statistiques de l'aviation, M. K.J. Marks (Téléphone 992-2957).

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Produced by the Aviation Statistics Centre, Transportation and Public Utilities Division, Dominion Bureau of Statistics, on behalf of the Department of Transport and the Canadian Transport Commission
Rédigé par le Centre des statistiques de l'aviation, Division des transports et des services d'utilité publique, Bureau fédéral de la statistique, pour le Ministère des Transports et la Commission canadienne des transports

Scheduled Air Carrier Operations
November 1969 Preliminary Data

Exploitation des transporteurs aériens offrant des services réguliers
novembre 1969 - Résultats provisoires

	November - - novembre 1969				November - - novembre 1968 total	Jan.-Nov. 1969 total	Jan.-Nov. 1968 total	% change - - Variation en % 1969 cum. V's 1968 cum.	
	Air Canada	CP Air	Four regional carriers(1) - - Quatre transporteurs régionaux(1)	Total(2)					
	(thousands -- en milliers)								
Operating statistics:									Exploitation:
Unit toll - Passenger-miles ..	385,854	121,844	24,526	532,224	479,270	7,412,941	6,884,029	+ 7.7	Taxe unitaire - Passagers-milles
Goods ton-miles ..	17,840	4,398	816	23,054	22,285	217,640	182,381	+ 19.3	Tonnes-milles de marchandises
Mail ton-miles ...	2,435	601	148	3,184	2,974	31,128	26,113	+ 19.2	Tonnes-milles de courrier
Charter - Hours flown	0.2	0.06	1.5	1.8	1.6	37.9	25.8	+ 46.8	Vols d'affrètement - Heures de vol
Passenger-miles	4,635	6,377	7,679	18,691	16,248	712,522	275,447	+ 158.7	Passagers-milles
Goods ton-miles	615	-	972	1,587	1,113	34,138	9,840	+ 246.9	Tonnes-milles de marchandises
Fuel consumption: (gallons)									Consommation de combustible: (gallons)
Turbo and jet fuel	22,404	7,509	1,997	31,910	27,759	366,924	325,633	+ 12.7	Combustible pour turbomoteurs et moteurs à réaction
Gasoline	-	4	490	494	1,024	7,521	13,831	- 45.7	Essence
Financial statistics:									Statistiques financières:
Operating revenues ..... $	29,470	8,918	4,270	42,658	38,378	547,037	486,047	+ 12.5	Recettes d'exploitation
Operating expenses ..... $	32,888	9,699	5,119	47,706	41,415	519,512	459,441	+ 13.1	Dépenses d'exploitation
Operating income ..... $	(3,419)	(781)	(848)	(5,048)	(3,037)	27,525	26,605	+ 3.5	Revenue d'exploitation

(1) Eastern Provincial Airlines, Pacific Western Airlines, Québecair and Transair. -- Eastern Provincial Airlines, Pacific Western Airlines, Québecair et Transair.

(2) Operations of the six carriers represented in totals normally account for approximately 90% of the revenues and expenses of the Canadian air transport industry. -- Ces six compagnies enregistrent habituellement quelque 90 p. 100 de toutes les recettes et dépenses d'exploitation de l'industries des transports aériens au Canada.

ervice
BULLETIN de service

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UNIVERSITY OF TORONTO

SPECIAL REPORT

Total operations by air carriers authorized to conduct unit toll services during Air Canada strike April 21, 1969 to May 20, 1969

The data represent only that activity which was directly connected with services authorized by the Air Transport Committee to supplant temporarily those services usually provided by Air Canada. This data does not represent activity concerned with the carriers' normal operations.

The data were compiled from separate reports which were made a condition of the authority to operate between designated points normally served by Air Canada.

Results indicate that considerable activity took place in the movement of passengers and goods along specific points of the Air Canada routes. Further analysis will be required to estimate the effects of the disruption of normal Air Canada services on the traffic carried on the regular routings of the 30 carriers concerned to measure the full extent of their ability to provide air transportation to Canadians during the strike.

RAPPORT SPECIAL

Total des opérations accomplies par les transporteurs aériens autorisés à assurer des services dits à taxes unitaires au cours de la grève d'Air Canada qui a eu lieu du 21 avril au 20 mai 1969

Les données sont celles des opérations des services autorisés par le Comité des transports aériens pour remplacer temporairement les services réguliers d'Air Canada. Ce ne sont pas celles des opérations normales de ces transporteurs.

Ces données ont été compilées de rapports distincts, dont la rédaction était une condition de l'autorisation donnée à ces transporteurs d'exploiter des services entre des points désignés habituellement desservis par Air Canada.

Les résultats indiquent que le déplacement de passagers et de marchandises a engendré une activité considérable entre des points précis des routes d'Air Canada. Une analyse plus poussée sera nécessaire pour chiffrer les conséquences, sur le trafic des transporteurs intéressés, de l'interruption des services habituels d'Air Canada et pour établir l'aptitude qu'ont montrée ces transporteurs à assurer le transport aérien du public canadien au cours de la grève.

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oduced by the Aviation Statistics Centre, Transportation and Public Utilities Division, Dominion Bureau of Statistics,
behalf of the Department of Transport and the Canadian Transport Commission
digé par le Centre des statistiques de l'aviation, Division des transports et des services d'utilité publique, Bureau fédéral de la statistique,
ur le Ministère des Transports et la Commission canadienne des transports

Total Operations by Carriers Authorized to Conduct
UNIT TOLL SERVICES during AIR CANADA STRIKE

(April & May, 1969)

Total des opérations accomplies par les transporteurs autorisés à
assurer des SERVICES DITS "À TAXES UNITAIRES" au cours de la GRÈVE D'AIR CANADA

(avril et mai 1969)

	Total all carriers - - Total tous transporteurs	
Revenue miles flown	1,379,760	Milles payants parcourus
Revenue hours flown	5,163	Heures de vol payantes
Passenger-miles	67,185,660	Passagers-milles
Goods ton-miles		Marchandises (tonnes-milles)
Excess baggage	3,060	Bagages excédentaires
Mail	383,280	Courrier
Express	38,604	Messageries
Freight	497,190	Fret
Total goods ton-miles	922,134	Total des marchandises (tonnes-m
Passengers	99,549	Passagers
Goods - (lbs.)		Marchandises (en livres)
Excess baggage	11,100	Bagages excédentaires
Mail	486,451	Courrier
Express	63,049	Messageries
Freight	635,781	Fret
Total goods	1,196,381	Total des marchandises
Passenger revenue	4,070,168	Passagers (recettes)
Goods		Marchandises
Excess baggage - revenue	2,738	Bagage excédentaires (recettes)
Mail - revenue	153,008	Courrier (recettes)
Express - revenue	36,695	Messageries (recettes)
Freight - revenue	84,977	Fret (recettes)
Total revenue	4,347,586	Recettes totales
Departures	4,815	Départs

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Aircraft Movement Statistics

Airports with DOT Air Traffic Control Towers

During January 1970, aircraft activity at airports with Department of Transport control towers amounted to 289,006 movements, 71,087 more than during January 1969. Itinerant movements totalled 124,125 or 25,282 more. Local flights accounted for 154,345 movements, 44,181 higher higher than during January of last year. Simulated approaches were 1,624 higher with 10,536.

Inquires related to the subject-matter should be directed to Department of Transport, Ottawa 4, Ontario. Attention: Aviation Statistics Centre, (D.B.S.), Mr. Jan Bekooy (Telephone 992-2957).

Statistiques relatives au mouvements des aéronefs

Aéroports avec tours de contrôle de la circulation aérienne du ministère des Transports

En janvier 1970, on a enregistré dans les aéroports dotés d'une tour de contrôle du ministère des Transports 289,006 mouvements, soit 71,087 de plus qu'en janvier 1969. Le nombre des mouvements itinérants a atteint 124,125 (25,282 de plus). Il y a eu 154,345 mouvements locaux, soit 44,181 de plus qu'en janvier l'année dernière. Le nombre d'approches simulées a augmenté de 1,624 et atteint 10,536.

Toute demande de renseignement au sujet du contenu de ce bulletin doit être adressée au Ministère des Transports, Ottawa 4, Ontario. Attention: Centre des statistiques de l'aviation, (B.F.S.), M. Jan Bekooy (Téléphone 992-2957).

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our le Ministère des Transports et la Commission canadienne des transports

Airports with Department of Transport Towers
Total Aircraft Movements by Class of Operation, January 1970

Aéroports avec tours de contrôle du ministère des Transports
Total des mouvements d'aéronefs, par classe de vol, janvier 1970

Airports - - Aéroports	Total Jan. 1969	January 1970 janvier							Simu appr - Appr simu
		Rank - - Rang	Total	Rank - - Rang	Itinerant - - Itinérant	Rank - - Rang	Local - - Locaux	Rank - - Rang	
Abbotsford	4,374		7,150		2,354		4,367	8	
Baie Comeau	1,190		2,335		1,273		1,062		
Brandon	3,615		4,381		857		3,505		
Buttonville	13,906	6	13,179		1,414	2	11,610		
Calgary International	9,215	4	13,974	7	5,186	5	8,015	5	
Cartierville	11,087		1,148		530		618		
Edmonton Industrial	6,238		9,658	8	4,919		4,655		
Edmonton International	2,207		4,102		2,126		1,294	6	
Fort St. John	973		1,110		889		181		
Fredericton	2,000		3,170		1,824		1,298		
Gander International	3,059		5,158		1,478		3,485		
Halifax International	5,119		5,688	9	3,704		1,800		
Hamilton City	-	7	11,698		2,290	4	8,822	7	
Kamloops	965		2,389		1,116		1,272		
Lakehead	3,352		2,406		1,402		918		
Lethbridge	1,803		2,336		804		1,475		
London	5,884		5,533		2,169		3,242		
Moncton	6,351		8,498		2,345	10	5,822		
Montreal International	16,841	2	19,680	2	11,710	9	6,540	1	1
North Bay	2,601		4,322		1,479		2,503		
Oshawa	-		4,226		1,140		3,022		
Ottawa International	14,709	5	13,932	5	6,461	8	6,554	3	
Penticton	-		1,961		784		1,170		
Pitt Meadows	3,827		9,939		3,171	6	6,768		
Port Hardy	698		1,205		859		340		
Prince George	1,304		948		667		264		
Quebec	8,226		7,079	10	3,597		3,374		
Regina	3,452		4,516		1,673		2,744		
Saint John	3,974		2,658		1,457		1,152		
St. Andrews	2,573		8,019		1,419	7	6,590		
St. Hubert	12,406	1	21,918	6	5,640	1	15,856	9	
St. John's	724		1,815		769		1,016		
Saskatoon	4,501		4,440		1,970		2,258		
Sept-Iles	2,161		2,317		1,532		733		
Springbank	-		4,088		638		3,450		
Sydney	515		686		590		90		
Toronto International	14,248	3	16,695	1	13,579		1,924	2	1
Toronto Island	11,095	9	11,653		2,623	3	9,030		
Vancouver International	7,644	10	10,973	3	9,661		896	10	
Victoria International	5,935		8,203		3,209		4,708		
Wabush	650		1,012		783		220		
Waterloo-Wellington	-		5,130		1,595		3,449		
Whitehorse	1,156		2,867		896		1,924		
Windsor	4,551		3,079		1,244		1,742		
Winnipeg International	12,793	8	11,732	4	8,299		2,587	4	
Jan. 1970 - towers 45 -- tours			289,006		124,125		154,345		1
Jan. 1969 - towers 40 -- tours			217,919		98,843		110,164		

BULLETIN de service

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Aviation Statistics Centre/Centre des statistiques de l'aviation

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1970
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Airport Activity

This bulletin is another of a revised series in which data for the current year will be compared to that for the same period last year, at twenty-five of the top airports in Canada.

In this instance the period covered is the first half of 1968 and 1969.

A strike, which closed down Air Canada's operations from April 21 until May 20, had a significant impact on the 1969 figures.

Effective September 1, 1969 all 1st Class mail from the United States to Canada was shipped by air rather than by surface transportation. This is another factor to consider in comparing figures for the two years.

Inquiries relating to the data may be directed to the Aviation Statistics Centre, (D.B.S.), Ottawa 4, Ontario. Attention: Mr. G.C. Coleman, or Mr. J.E. Berg, (Telephone 613-992-2332).

Activité des aéroports

Le présent bulletin est un autre dans une série revisée qui contiendra les données de l'année en cours et de l'année précedente sur l'activité de vingt-cinq des plus importants aéroports du Canada.

La présente édition porte sur le premier semestre des années 1968 et 1969.

Une grève, qui a interrompu l'exploitation d'Air Canada du 21 avril au 20 mai, a eu une grande répercussion sur les résultats de 1969.

Depuis le 1er septembre 1968, tout le courrier de première classe expédié des Etats-Unis au Canada est transporté par voie aérienne plutôt que terrestre. Ceci est un autre facteur à considérer dans la comparaison des chiffres pour les deux années.

Adresser toute demande de renseignements sur les données du présent bulletin au Centre des statistiques de l'aviation, (B.F.S.), Ottawa 4, Ontario. Attention: M. G.C. Coleman ou M. J.E. Berg, (Téléphone 613-992-2332).

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8705-501

oduced by the Aviation Statistics Centre, Transportation and Public Utilities Division, Dominion Bureau of Statistics,
behalf of the Department of Transport and the Canadian Transport Commission
digé par le Centre des statistiques de l'aviation, Division des transports et des services d'utilité publique, Bureau fédéral de la statistique,
ur le Ministère des Transports et la Commission canadienne des transports

Explanatory Notes - Airport Activity Tables

1. The data refers to regularly scheduled international and mainline domestic flights. Data concerning charter flights have not been included in the tables.

2. The data concerning international flights were collected on a census basis. Data concerning domestic flights were collected on a mixed 15 per cent sample and census basis. The sample is such that each day of the week is sampled twice each quarter, and there is at least one sample day in each week.

3. Cargo has been considered as express and freight.

4. The tables will not balance horizontally within the traffic categories which are "Domestic", "Transborder", and "Other International". This is because the intransit load may arrive at a station under one category, and depart under another. The traffic categories are derived by allocating the traffic according to the last stop made before arrival and the next stop planned after departure. For example, consider a flight from Calgary to London, England via Winnipeg. The arrival at Winnipeg, from Calgary would be classed as a "Domestic" arrival, and the departure from Winnipeg to London, England would be considered an "Other International" departure.

5. At airports where flight numbers changed, all traffic on board was reported deplaned as well as arrived.

6. All flights to and from Alaska have been considered under the category "International, Transborder". Beginning with 1968 data, flights to and from Hawaii have been included under the traffic category "International, Transborder".

Notes explicatives - Tableaux de l'activité des aéroports

1. Les données ont trait aux vols réguliers sur les lignes internationales et sur les grandes lignes intérieures. Les données sur les affrètements ne sont pas comprises dans les tableaux.

2. Les données sur les vols internationaux ont été recueillies par voie de recensement. Les données sur les vols intérieurs ont été réunies à partir d'un échantillon de 15 p. 100 et d'un recensement. L'échantillon est choisi de façon à ce que chaque jour de la semaine soit observé deux fois par trimestre et qu'il y ait au moins un jour-échantillon par semaine.

3. Les "marchandises" comprennent les messageries et le fret.

4. Il peut y avoir absence de concordance dans les lignes horizontales des rubriques "vols intérieurs", "vols transfrontaliers" et "autres vols internationaux" car ces vols peuvent changer de catégorie lors d'une escale. Les catégories sont établies, selon le cas, en fonction du dernier arrêt avant l'atterrissage ou du premier arrêt après le départ. Prenons l'exemple d'un vol Calgary-Londres avec escale à Winnipeg. Le vol Calgary-Winnipeg serait classé comme "vol intérieur", et le trajet Winnipeg-Londres comme "autre vol international".

5. Lorsque le numéro de vol est modifié à un aéroport, le contenu de l'aéronef (voyageurs et cargaison) est considéré comme étant arrivé à destination et débarqué.

6. Tous les vols en provenance et à destination de l'Alaska entrent dans la catégorie "vols transfrontaliers". Depuis 1968, les données sur les vols en provenance ou à destination des îles Hawaii sont comprises dans la même catégorie.

Scheduled International and Mainline Domestic Traffic

Trafic international à horaire fixe et trafic intérieur de ligne principale

Period covered - - période	Arriving load - - Charge à l'arrivée			Deplaned load - - Charge débarquée			Enplaned load - - Charge embarquée			Departing load - - Charge au départ		
January 1 to June 30 / 1er janvier au 30 juin	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises
		thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres	
Domestic -- Intérieur:												
1968	314,410	2,734.8	10,185.3	309,695	2,485.3	8,967.8	332,456	2,518.6	9,777.1	337,131	2,768.0	10,993.9
1969	351,031	3,247.8	10,073.7	348,224	3,136.4	10,039.6	362,412	3,222.9	12,249.7	365,306	3,334.5	12,291.0
% change -- variation %	11.7	18.8	- 1.1	12.4	26.2	12.0	9.0	28.0	25.3	8.4	20.5	11.8
International:												
Transborder -- Transfrontalier:												
1968	117,665	362.9	2,360.7	117,665	362.9	2,360.7	101,839	382.7	755.5	101,879	382.7	756.1
1969	137,803	704.9	3,107.8	136,951	704.9	2,995.3	124,060	330.9	1,066.0	126,212	333.1	1,261.4
% change -- variation %	17.1	94.2	31.6	16.4	94.2	26.9	21.8	- 13.5	41.1	23.9	- 13.0	66.8
Other -- Autre:												
1968	12,871	304.0	886.5	12,871	304.0	886.5	12,566	181.5	555.4	12,566	181.6	555.4
1969	18,123	316.2	1,310.2	16,736	313.8	1,220.2	9,396	127.0	399.6	9,396	127.0	399.7
% change -- variation %	40.8	4.0	47.8	30.0	3.2	37.6	- 25.2	- 30.0	- 28.1	- 25.2	- 30.1	- 28.0
Total International:												
1968	130,536	666.9	3,247.2	130,536	667.0	3,247.2	114,405	564.2	1,310.8	114,445	564.3	1,311.5
1969	155,926	1,021.1	4,418.0	153,687	1,018.7	4,215.5	133,456	457.9	1,465.6	135,608	460.1	1,661.0
% change -- variation %	19.5	53.1	36.1	17.7	52.7	29.8	16.7	- 18.9	11.8	18.5	- 18.5	26.6
All services -- Tous les services:												
1968	444,946	3,401.8	13,432.5	440,231	3,152.3	12,215.0	446,861	3,082.8	11,087.9	451,576	3,332.3	12,305.4
1969	506,957	4,268.9	14,491.8	501,911	4,155.1	14,255.1	495,868	3,680.8	13,715.3	500,914	3,794.6	13,952.0
% change -- variation %	13.9	25.5	7.9	14.0	31.8	16.7	11.0	19.4	23.7	10.9	13.9	13.4

Note: Additions for mail and cargo may not balance due to rounding.
Nota: Les additions du courrier et des marchandises peuvent être inexactes parce que les chiffres sont arrondis.

Mainline Domestic Traffic

Trafic national de ligne principale

Period covered - - période		Arriving load - - Charge à l'arrivée			Deplaned load - - Charge débarquée			Enplaned load - - Charge embarquée			Departing load - - Charge au départ		
January 1 to June 30	1er janvier au 30 juin	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises
			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres	
Airport/Aéroport: Prince George													
1968		32,762	326.3	587.2	20,038	161.9	276.3	19,936	134.5	72.7	32,660	298.8	383.6
1969		38,522	301.8	676.1	24,431	166.0	241.2	25,524	145.0	103.1	39,615	281.0	538.0
% change -- variation %		17.6	- 7.5	15.1	21.9	2.5	- 12.7	28.0	7.8	41.8	21.3	- 6.0	40.3

Note: Additions for mail and cargo may not balance due to rounding.
Nota: Les additions du courrier et des marchandises peuvent être inexactes parce que les chiffres sont arrondis.

BULLETIN de service

275 SLATER, OTTAWA 4, ONTARIO

Aviation Statistics Centre/Centre des statistiques de l'aviation

Vol. 2, No.10
ASC-SB-1-1

February 1970 février

Airline Passenger Origin and Destination Statistics 1968 Domestic Data

Passenger origin and destination statistics are collected under the authority of the Aeronautics Act at the request of the Air Transport Committee of the Canadian Transport Commission.

The scheduled air carriers participating in the O & D survey are Air Canada, CP Air, Eastern Provincial Airways, Pacific Western Airlines, Quebecair and Transair. The non-scheduled carriers participating are Nordair and Norcanair.

The data summarized in this bulletin are drawn from passenger coupons pertaining to unit toll transportation. A 10% continuous systematic sample is employed by Air Canada and CP Air and a 20% sample by all other carriers.

This bulletin presents O & D data of a "pure" domestic nature, that is to say, the data are derived from journeys whose origin and destination are Canadian points.

A publication, that will be available through the Queen's Printer, giving a more complete picture of domestic traffic for the year 1968 is nearing completion.

Enquiries relating to the data may be directed to the Aviation Statistics Centre, (D.B.S.) 275 Slater Street, Ottawa 4, Ontario. Attention: Mr. G.C. Coleman or Mr. A.R. Turner. (Telephone 613-992-2332).

Statistiques sur l'origine et la destination des passagers des lignes aériennes Données sur le trafic intérieur en 1968

La collecte des renseignements sur l'origine et la destination des passagers se fait en application de la Loi sur l'aéronautique, à la demande du Comité des transports aériens de la Commission canadienne des transports.

Les compagnies aériennes à horaire régulier suivantes participent à l'enquête sur l'origine et la destination; Air Canada, C.P. Air, Eastern Provincial Airways, Pacific Western Airlines, Québecair et Transair. Nordair et Norcanair sont les transporteurs sans horaire régulier qui participent à l'enquête.

Les données résumées dans le présent bulletin sont établies à partir des volets de billets de passages prélevés pour le transport à taxe unitaire. Air Canada et C.P. Air ont recours à un échantillon constant et systématique de 10 p. 100, et tous les autres transporteurs prélèvent un échantillon de 20 p. 100.

Les données sur l'origine et la destination que renferme le présent bulletin ont trait au trafic purement intérieur, c'est-à-dire qu'elles sont établies à partir des déplacements dont le point d'origine et le point de destination sont tous deux situés au Canada.

Actuellement en voie d'achèvement, une publication qui doit paraître chez l'Imprimeur de la Reine fournira une présentation plus complète du trafic intérieur en 1968.

Toute demande concernant les données est à adresser au Centre des statistiques de l'aviation (B.F.S.), 275, rue Slater, Ottawa 4 (Ontario), à l'attention de MM. G.C. Coleman ou A.R. Turner (Téléphone 613-992-2332).

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n behalf of the Department of Transport and the Canadian Transport Commission
édigé par le Centre des statistiques de l'aviation, Division des transports et des services d'utilité publique, Bureau fédéral de la statistique,
our le Ministère des Transports et la Commission canadienne des transports

DOMESTIC PASSENGER ORIGIN AND DESTINATION STATISTICS FOR SELECTED CITIES(1)
FOR THE YEARS, 1967 AND 1968

STATISTIQUES SUR L'ORIGINE ET LA DESTINATION POUR CERTAINES VILLES(1)
EN 1967 ET EN 1968

All traffic figures are the total inbound and outbound passengers between the selected cities rounded to the nearest hundred. Per cent change results in brackets indicate a decline in traffic in 1968 from 1967.

Pour tous les chiffres concernant le trafic, il s'agit du nombre total des passagers en provenance ou à destination des villes mentionnées, arrondi à la plus proche centaine. Les variations en pour-cent qui figurent entre parenthèses représentent des diminutions de trafic en 1968 par rapport à 1967.

City/Ville	Year/Année	Calgary	Edmonton	Halifax	London	Montreal	Ottawa	Quebec	Regina	Saint John	Saskatoon	St. John's	Sudbury	Toronto	Vancouver	Victoria	Windsor	Winnipeg
Edmonton	1967	157.1																
(425)	1968	173.2																
% change-variation %		10.2																
Halifax	1967	2.9	2.5															
(203)	1968	3.2	2.6															
% change-variation %		10.3	4.0															
London	1967	3.2	2.3	2.4														
(220)	1968	3.7	2.9	3.4														
% change-variation		15.6	26.1	41.7														
Montreal	1967	30.4	28.1	75.0	19.6													
(2,527)	1968	25.8	17.1	69.0	17.8													
% change-variation %		(15.1)	(39.2)	(8.0)	(9.2)													
Ottawa	1967	10.0	12.0	19.4	11.9	37.0												
(518)	1968	12.4	11.6	21.8	12.9	38.3												
% change-variation %		24.0	(3.3)	12.4	8.4	3.5												
Quebec	1967	1.1	1.3	3.0	1.0	80.1	14.5											
(424)	1968	1.1	0.7	2.9	1.0	69.5	16.0											
% change-variation %		0.0	(46.2)	(3.3)	0.0	(13.2)	10.3											
Regina	1967	32.3	17.0	1.1	1.3	11.5	7.4	0.5										
(137)	1968	33.5	18.6	0.9	1.1	6.5	5.4	0.4										
% change-variation %		3.7	9.4	(18.2)	(15.4)	(43.5)	(27.0)	(20.0)										
Saint John	1967	0.5	0.3	24.9	0.5	26.7	3.9	0.9	0.1									
(102)	1968	0.6	0.3	26.8	0.7	21.6	3.9	1.1	0.1									
% change-variation %		20.0	0.0	7.6	40.0	(19.1)	0.0	22.2	0.0									
Saskatoon	1967	17.3	12.6	0.5	1.1	9.2	4.6	0.5	10.6	-								
(125)	1968	20.1	14.7	0.6	0.7	4.9	4.1	0.3	10.2	0.1								
% change-variation %		16.2	16.7	20.0	(36.4)	(46.7)	(10.9)	(40.0)	(3.8)	-								
St. John's	1967	0.7	0.4	23.7	0.8	26.5	5.8	1.0	0.2	2.1	0.1							
(106)	1968	0.7	0.5	23.9	0.6	24.3	5.7	1.0	0.3	1.9	0.1							
change-variation %		0.0	25.0	0.8	(25.0)	(8.3)	(1.7)	0.0	50.0	(9.5)	0.0							
Sudbury	1967	0.1	0.3	0.3	0.8	3.7	1.6	0.1	0.1	0.1	0.1	0.2						
(120)	1968	0.5	0.2	0.5	0.9	3.7	2.2	0.1	0.1	0.2	0.1	0.3						
% change-variation %		400.0	(33.3)	66.7	12.5	0.0	37.5	0.0	0.0	100.0	0.0	50.0						
Toronto	1967	52.2	44.5	63.3	16.7	580.3	202.7	25.5	21.0	15.5	16.7	24.4	33.4					
(2,280)	1968	64.7	52.2	70.8	17.7	547.3	227.7	28.8	25.2	18.1	19.2	26.0	35.1					
% change-variation %		23.9	17.3	11.8	6.0	(5.7)	12.3	12.9	20.0	16.8	15.0	6.6	5.1					
Vancouver	1967	93.4	86.5	3.9	4.3	69.8	19.2	2.1	16.7	1.0	12.6	1.0	0.5	97.1				
(955)	1968	111.2	102.0	4.7	5.4	55.7	21.5	1.4	19.5	1.2	15.4	1.5	0.7	116.9				
% change-variation %		19.1	17.9	20.5	25.6	(20.2)	12.0	(33.3)	16.8	20.0	22.2	50.0	40.0	20.4				
Victoria	1967	11.8	10.5	1.7	1.2	8.7	6.5	0.4	2.3	0.2	1.5	0.3	0.1	16.2	67.8			
(182)	1968	14.9	11.8	1.3	1.5	8.0	6.5	0.4	2.6	0.3	1.9	0.3	0.1	22.8	76.1			
% change-variation %		26.3	12.4	(23.5)	25.0	(8.1)	0.0	0.0	13.0	50.0	26.7	0.0	0.0	40.7	12.2			
Windsor	1967	2.6	2.9	2.1	0.6	44.5	9.1	1.0	2.1	0.5	1.3	0.8	0.7	72.2	3.9	0.7		
(220)	1968	2.9	2.6	2.2	0.5	26.1	10.0	1.1	1.8	0.6	1.4	0.6	0.8	74.3	4.4	0.6		
change-variation %		11.5	(10.4)	4.8	(16.7)	(41.4)	9.9	10.0	(14.3)	20.0	7.7	(25.0)	14.3	2.9	12.8	(14.3)		
Winnipeg	1967	33.3	30.0	3.8	6.1	64.5	26.9	2.5	34.6	0.8	26.6	1.0	0.4	109.2	54.1	5.6	7.5	
(523)	1968	42.7	28.8	4.0	6.1	49.3	25.6	1.9	35.6	0.8	30.3	0.8	0.5	125.8	62.8	6.2	7.8	
change-variation %		28.2	(4.0)	5.3	0.0	(23.6)	(4.8)	(24.0)	2.9	0.0	13.9	(20.0)	25.0	15.2	16.1	10.7	4.0	
Sub-total	1967	448.9	408.3	230.5	73.8	1,115.6	392.5	135.5	158.8	78.0	115.3	89.0	42.5	1,390.9	533.9	135.5	152.5	406.7
% of/du total		93.9	81.4	76.9	92.0	82.4	91.4	76.1	94.7	91.4	94.7	55.3	75.0	85.6	60.3	92.5	96.3	84.5
	1968	511.2	439.8	238.6	76.9	984.9	425.6	127.7	161.8	78.3	124.1	88.5	46.0	1,472.6	600.4	155.3	137.7	429.0
% of/du total		94.0	79.3	75.3	90.8	80.7	90.8	75.1	94.9	92.7	94.3	55.0	78.4	84.9	63.8	92.6	95.7	82.6
% variation 68/67		13.9	7.7	3.5	4.2	(11.7)	8.4	(5.8)	1.9	0.4	7.6	(0.6)	8.2	5.9	12.5	14.6	(9.7)	5.4
Total	1967	478.0	501.3	299.7	80.2	1,353.3	429.4	178.1	167.7	85.3	121.7	161.0	56.7	1,625.7	885.6	146.5	158.4	481.5
	1968	543.6	554.7	316.7	84.7	1,220.9	468.8	170.0	170.5	84.5	131.6	161.0	58.7	1,734.8	941.4	167.7	143.9	519.1
% change-variation %		13.7	10.7	5.7	5.6	(9.8)	9.2	(4.6)	1.7	(0.9)	8.1	0.0	3.5	6.7	6.3	14.5	(9.2)	7.8

(1) The selected cities are those metropolitan areas in 1968 that showed a population in excess of 100,000. The figures in brackets beneath the city names are the population figures rounded to the nearest thousand. -- Le choix des villes a porté sur les régions métropolitaines dont la population dépassait 100,000 personnes en 1968. Le nombre entre parenthèses qui figure sous le nom de chaque ville représente la population, arrondie au millier le plus proche.

Sources: Canadian Transport Commission, Air Transport Committee's revenue passenger origin-destination survey. D.B.S. Daily March 19, 1969.-Population estimates for census metropolitan areas as of June 1, 1968. Comité des transports aériens de la commission canadienne des transports, relevé sur l'origine et la destination des passagers payants. Quotidien du B.F.S., le 19 mars 1969.-Estimation de la population des zones métropolitaines de recensement au 1er juin 1968.

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275 SLATER, OTTAWA 4, ONTARIO

Aviation Statistics Centre/Centre des statistiques de l'aviation

Vol. 2, No. 10A
ASC-SB-1-2

March 1970 mars

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Great Circle Distances and Oneway Economy Fares Between Selected Cities in Canada

The distances presented in this bulletin are great circle statute mileages as calculated in the Origin and Destination survey processing cycle. The oneway economy fares indicated are those which were in effect in July 1968.

This bulletin is designed to be used as a complement to and in conjunction with Service Bulletin No. 10 which dealt with Domestic Passenger Origin and Destination Statistics for cities having a population in excess of 100,000.

Enquiries relating to the data may be directed to the Aviation Statistics Centre, (D.B.S.) 275 Slater Street, Ottawa 4, Ontario. Attention: Mr. G.C. Coleman or Mr. A.R. Turner (Telephone 613-992-2332).

Distances orthodromiques et tarifs économiques aller simple entre certaines villes du Canada

Les distance qui figurent dans le présent bulletin représentent le millage orthodromique tel que calculé au dépouillement de l'enquête sur l'origine et la destination des passagers. Les prix indiqués pour un billet aller seulement sont ceux qui étaient en vigueur en juillet 1968.

Ce bulletin est un supplément au Bulletin de service n^{o} 10, dans lequel on donne des statistiques sur l'origine et la destination des passagers des lignes intérieures entre les villes de plus de 100,000 habitants.

Pour tout renseignement au sujet des données, adressez-vous au Centre des statistiques de l'aviation (B.F.S.), 275, rue Slater, Ottawa 4 (Ontario), à l'attention de M. G.C. Coleman ou de M. A.R. Turner (Téléphone 613-992-2332).

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our le Ministère des Transports et la Commission canadienne des transports

GREAT CIRCLE DISTANCES AND ONEWAY ECONOMY FARES
BETWEEN SELECTED CITIES IN CANADA

DISTANCES ORTHODROMIQUES ET TARIFS ÉCONOMIQUES ALLER
SIMPLE ENTRE CERTAINES VILLES DU CANADA

City/Ville	Calgary	Edmonton	Halifax	London	Montreal	Ottawa	Quebec	Regina	Saint John	Saskatoon	St. John's	Sudbury	Toronto	Vancouver	Victoria	Windsor	Winnipeg
Edmonton	172(1) $ 14																
Halifax	2,327 $146	2,288 $146															
London	1,628 $ 98	1,636 $ 98	884 $ 63														
Montreal	1,867 $110	1,845 $110	500 $ 36	403 $ 35													
Ottawa	1,789 $106	1,771 $106	593 $ 46	314 $ 31	94 $ 11												
Quebec	1,929 $124	1,895 $124	402 $ 36	543 $ 50	145 $ 15	229 $ 24											
Regina	412 $ 31	430 $ 33	1,926 $130	1,218 $ 82	1,459 $ 94	1,379 $ 89	1,526 $109										
Saint John	2,211 $140	2,174 $140	119 $ 14	772 $ 57	382 $ 30	475 $ 40	284 $ 30	1,809 $124									
Saskatoon	323 $ 28	299 $ 26	2,006 $138	1,337 $ 90	1,553 $102	1,477 $ 97	1,609 $117	149 $ 11	1,891 $132								
St. John's	2,691 $176	2,626 $176	549 $ 41	1,410 $101	1,009 $ 66	1,101 $ 76	878 $ 66	2,316 $160	647 $ 54	2,369 $168							
Sudbury	1,526 $119	1,512 $119	841 $ 74	249 $ 31	348 $ 46	263 $ 41	447 $ 61	1,116 $103	722 $ 68	1,217 $111	1,318 $112						
Toronto	1,670 $ 98	1,671 $ 98	800 $ 53	88 $ 11	315 $ 25	226 $ 21	454 $ 40	1,259 $ 82	686 $ 47	1,372 $ 90	1,322 $ 91	212 $ 21					
Vancouver	426 $ 34	503 $ 36	2,752 $168	2,030 $120	2,287 $132	2,207 $128	2,353 $146	828 $ 65	2,635 $162	749 $ 62	3,116 $198	1,944 $141	2,078 $120				
Victoria	452 $ 43	535 $ 45	2,774 $168	2,045 $120	2,307 $132	2,226 $128	2,374 $146	849 $ 74	2,657 $162	774 $ 71	3,143 $198	1,963 $141	2,094 $120	38 $ 10			
Windsor	1,578 $101	1,596 $ 96	988 $ 72	106 $ 12	509 $ 44	420 $ 39	649 $ 58	1,172 $ 80	876 $ 66	1,297 $ 88	1,516 $110	320 $ 40	195 $ 19	1,972 $118	1,985 $118		
Winnipeg				898													

Vol. 2, No. 10A
ASC-SB-1-2

March 1970 Mars

ERRATUM

Service Bulletin de Service

Aviation Statistics Centre

Centre des statistiques de l'aviation

The distance between Winnipeg and London should read 898 and not 1,218.

La distance entre Winnipeg et London devrait être 898 et non 1,218.

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Aviation Statistics Centre/Centre des statistiques de l'aviation

Vol. 2, No.11
ASC-SB-4-4

March 1970 mars
Preliminary -- Préliminaire

Civil Aviation - December 1969
Scheduled Carrier Operations

Preliminary year-end figures for the operations of the six Canadian airlines which perform scheduled services have been compiled and the results tabulated. Financial figures will be made available at a later date.

The general picture both for the month of December and the twelve month total for 1969 shows increases in all categories measured except the amount of gasoline used. The transcontinental and regional air carriers in Canada have used turbo prop and jet aircraft to an increasing extent in their operations and gasoline consumption has declined accordingly.

The two items which show the largest percentage increase (charter passenger-miles and charter goods ton-miles) have not been very large items in the accounts of the air carriers in years prior to 1969. Effective promotion and marketing of long-distance charter flights for groups resulted in a sharp rise in charter passenger-miles. Goods transported on chartered aircraft also increased markedly as the demand for large shipments of supplies to development areas became urgent. Discovery of oil on the Arctic coast of Canada and the continued expansion of hydro-electricity sites in the interior of Quebec contributed heavily to the growth in figures for charter goods ton-miles.

When comparing totals for 1969 with those for 1968 it should be noted that 1969 figures were affected by a strike by employees of Air Canada which stopped operations of the company from April 20 to May 20. During the duration of the strike other Canadian air carriers were temporarily licensed to operate over the routes normally served by Air Canada. See Volume 2, No. 7 of the Aviation Statistics Centre Service Bulletin for a special report on operations during the strike.

Enquiries concerning the material presented should be directed to the Canadian Transport Commission, Ottawa 4, Ontario. Attention: Aviation Statistics Centre, Mr. K.J. Marks (Telephone 992-2957).

Aviation civile - décembre 1969
Transporteurs aériens en services réguliers

Les chiffres provisoires de fin d'année relatifs à l'activité des six compagnies de transport aérien qui offrent des services réguliers ont été compilés et les résultats mis en tableaux. La statistique des finances sera publiée à une date ultérieure.

De façon générale il ressort des chiffres du mois de décembre et de l'ensemble de l'année 1969 que des augmentations se sont produites dans toutes les catégories examinées sauf l'essence. L'utilisation accrue d'avions munis de turbopropulseurs ou de turboréacteurs par les transporteurs aériens pour leurs liaisons transcontinentales et régionales au Canada a entraîné une diminution de la consommation d'essence.

Les deux postes financier des transporteurs aériens des états qui ont connu l'augmentation proportionnelle la plus considérable (les passagers-milles du trafic passagers et les tonnes-milles du trafic marchandises) n'étaient pas des postes très importants avant 1969. La promotion efficace des vols d'affrètement à longue distance pour groupes de touristes et l'organisation des débouchés ont provoqué une augmentation brusque des passagers-milles. Les marchandises transportées en vol d'affrètement ont aussi augmenté de façon marquée, de grandes quantités de marchandises devant être expédiées vers des régions en voie de développement. La découverte de pétrole sur la côte arctique du Canada et l'expansion constante d'aménagements dydro-électriques à l'intérieur du Québec ont contribué dans une large mesure à l'accroissement du nombre de tonnes-milles du trafic d'affrètement

Lorsqu'on compare les chiffres de 1969 avec ceux de 1968 il ne faut pas oublier que ceux-là accusent les effets de la grève des employés d'Air Canada, qui a paralysé l'activité de la compagnie du 20 avril au 20 mai. Pendant la durée de la grève d'autres transporteurs canadiens étaient autorisés temporairement à effectuer des vols sur des lignes habituellement empruntées par Air Canada. Voir le Volume 2, N° 7 du Bulletin de service du Centre des statistiques de l'aviation pour le rapport spécial sur l'exploitation pendant la grève.

Pour tout renseignement concernant les statistiques publiées on voudra bien écrire à la Commission canadienne des transports, Ottawa 4, Ontario, à l'attention de M. K.J. Marks, Centre des statistiques de l'aviation (Téléphone 992-2957).

8705-501

Produced by the Aviation Statistics Centre, Transportation and Public Utilities Division, Dominion Bureau of Statistics,
on behalf of the Department of Transport and the Canadian Transport Commission
Rédigé par le Centre des statistiques de l'aviation, Division des transports et des services d'utilité publique, Bureau fédéral de la statistique,
pour le Ministère des Transports et la Commission canadienne des transports

Scheduled Air Carrier Operations
December 1969 Preliminary Data

Exploitation des transporteurs aériens offrant des services réguliers
Décembre 1969 - Résultats provisoires

	December - - décembre 1969				December - - décembre 1968 total	Jan.-Dec. 1969 total	Jan.-Dec. 1968 total	% change - - Variation en % 1969 cum. V's 1968 cum.	
	Air Canada	CP Air	Four regional carriers(1) - - Quatre transporteurs régionaux(1)	Total(2)					
All figures are expressed in thousands -- Tous les chiffres sont exprimés en milliers									
Operating statistics:									Exploitation:
Unit toll - Passenger-miles ..	475,633	159,276	28,981	663,890	601,697	8,076,832	7,485,726	+ 7.9	Taxe unitaire - Passagers-milles
Goods ton-miles ..	18,368	4,914	874	24,156	21,347	241,796	203,728	+ 18.7	Tonnes-milles de marchandises
Mail ton-miles ...	3,179	727	217	4,123	3,768	35,251	29,881	+ 18.0	Tonnes-milles de courrier
Charter - Hours flown	-	-	2	2	1	40	27	+ 46.4	Vols d'affrètement - Heures de vol
Passenger-miles	4,997	3,326	18,726	27,049	19,191	739,571	294,638	+ 151.0	Passagers-milles
Goods ton-miles	1,435	-	1,539	2,974	776	37,112	10,616	+ 249.6	Tonnes-milles de marchandises
Fuel consumption: (gallons)									Consommation de combustible: (gallons)
Turbo and jet fuel	23,944	7,505	2,646	34,095	31,104	401,019	356,736	+ 12.4	Combustible pour turbomoteurs et moteurs à réaction
Gasoline	-	5	488	493	886	8,014	14,718	- 45.6	Essence

(1) Eastern Provincial Airways, Pacific Western Airlines, Québecair and Transair. -- Eastern Provincial Airways, Pacific Western Airlines, Québecair et Transair.

(2) Operations of the six carriers represented in totals normally account for approximately 90% of the revenues and expenses of the Canadian air transport industry. -- Ces six compagnies enregistrent habituellement quelque 90 p. 100 de toutes les recettes et dépenses d'exploitation de l'industrie des transports aériens au Canada.

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275 SLATER, OTTAWA 4, ONTARIO

Aviation Statistics Centre/Centre des statistiques de l'aviation

Vol. No. 12
ASC-SB-3-3

February 1970 février
Preliminary -- Préliminaire

Aircraft Movement Statistics

Airports with DOT Air Traffic Control Towers

During February 1970, aircraft activity at airports with Department of Transport control towers amounted to 317,114 movements, 21,596 more than during February 1969. Itinerant movements totalled 130,830 or 12,671 more. Local flights accounted for 175,868 movements, 9,429 higher than during February of last year. Simulated approaches were 494 fewer with 10,426.

For the sake of a more meaningful comparison of the data the year-to-date figures are added for this year and last year.

Inquires related to the subject-matter should be directed to Department of Transport, Ottawa 4, Ontario. Attention: Aviation Statistics Centre, Mr. Jan Bekooy (Telephone 992-2957).

Statistiques relatives au mouvements des aéronefs
Aéroports avec tours de contrôle de la circulation aérienne du ministère des Transports

En février 1970, on a enregistré dans les aéroports dotés d'une tour de contrôle du ministère des Transports 317,114 mouvements, soit 21,596 de plus qu'en février 1969. Le nombre des mouvements itinérants a atteint 130,830 (12,671 de plus). Il y a eu 175,868 mouvements locaux, soit 9,429 de plus qu'en février 1'année dernière. Le nombre d'approches simulées on atteint 10,426, soit 494 de moins.

Afin de permettre des comparaisons significatives entre les données, on a ajouté aux chiffres de cette année ceux de la période correspondante de 1'année dernière.

Toute demande de renseignement au sujet du contenu de ce bulletin doit être adressée au Ministère des Transports, Ottawa 4, Ontario. Attention: Centre des statistiques de 1'aviation, M. Jan Bekooy (Téléphone 992-2957).

8705-501

...duced by the Aviation Statistics Centre, Transportation and Public Utilities Division, Dominion Bureau of Statistics,
...behalf of the Department of Transport and the Canadian Transport Commission
...digé par le Centre des statistiques de l'aviation, Division des transports et des services d'utilité publique, Bureau fédéral de la statistique,
...ur le Ministère des Transports et la Commission canadienne des transports

Airports with Department of Transport Towers
Total Aircraft Movements by Class of Operation, February 1970

Aéroports avec tours de contrôle du ministère des Transports
Total des mouvements d'aéronefs, par classe de vol, février 1970

Airports - - Aéroports	Total Feb. 1969	February 1970 fevrier							Simu appr - Appr simu
		Rank - - Rang	Total	Rank - - Rang	Itinerant - - Itinérant	Rank - - Rang	Local - - Locaux	Rank - - Rang	
Abbotsford	11,690	6	13,081	9	3,996	6	8,564	8	
Baie Comeau	749		1,826		979		845		
Brandon	3,798		4,658		972		3,663		
Buttonville	14,260	7	13,048		1,497	2	11,479		
Calgary International	18,290	4	15,362	8	5,221	3	9,600	7	
Cartierville	15,560		1,238		452		786		
Edmonton Industrial	12,928	5	13,752	5	6,303	9	7,344		
Edmonton International	3,567		4,545		2,033		1,638	4	
Fort St. John	1,809		1,414		974		438		
Fredericton	1,725		3,227		1,690		1,528		
Gander International	3,526		3,873		1,237		2,343		
Halifax International	5,526		5,181		3,190		1,813		
Hamilton City	-		10,975		2,831	8	7,366	6	
Kamloops	1,557		3,559		1,653		1,848		
Lethbridge	5,439		5,227		1,288		3,838		
London	9,207		6,301		2,452		3,680		
Moncton	6,849		6,381		2,037		4,111		
Montreal International	17,507	2	17,610	2	11,094		5,558	2	
North Bay	3,416		3,576		1,507		1,860		
Oshawa	-		5,461		1,553		3,828		
Ottawa International	15,359	9	12,448	6	5,893	10	5,648	3	
Penticton	-		3,203		1,210		1,984		
Pitt Meadows	10,446	10	11,697	10	3,993	7	7,704		
Port Hardy	1,214		1,490		990		490		
Prince George	2,152		2,149		1,040		1,106		
Quebec	8,888		7,505		3,490		3,930		
Regina	4,919		7,297		2,324		4,870		
Saint John	4,501		1,990		1,188		750		
St. Andrews	4,159		11,050		1,968	4	9,028		
St. Hubert	13,368	1	22,774	7	5,738	1	16,599	9	
St. John's	737		1,306		738		514		
Saskatoon	7,222		5,810		2,501		3,076		
Sept-Iles	2,143		2,017		1,330		610		
Springbank	-		5,296		802		4,494		
Sydney	508		789		553		204		
Thunder Bay	5,344		2,521		1,330		1,135		
Toronto International	16,123	3	16,888	1	12,793		2,641	1	1,
Toronto Island	14,006		11,552		2,831	5	8,721		
Vancouver International	10,116		9,687	4	8,793		654		
Victoria International	10,037		8,921		3,460		5,124	10	
Wabush	1,073		640		588		50		
Waterloo-Wellington	-		6,251		2,039		4,158		
Whitehorse	3,836		5,554		1,569		3,932		
Windsor	7,223		5,523		1,677		3,660		
Winnipeg International	14,741	8	12,461	3	9,023		2,656	5	
Feb. 1970 - towers 45 -- tours			317,114		130,820		175,868		10,
Feb. 1969 - towers 40 -- tours			295,518		118,159		166,439		10,

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Aviation Statistics Centre/Centre des statistiques de l'aviation

Vol. 2, No.13
ASC-SB-1-3

March 1970 mars

Airline Passenger Origin and Destination Statistics - 1968 Data

This bulletin presents statistics to indicate the volume of passengers originating their journeys at Canadian cities and attempts to show the degree of concentration in terms of the total passenger generating power of Canadian cities.

The statistics are compiled from the passenger coupons lifted by the eight participating Canadian air carriers plus the relevant U.S. data supplied under an exchange agreement with the Civil Aeronautics Board. If, for example, a 10 passenger itinerary is reported as Montreal-Vancouver-Seattle-Osaka, the 10 passengers will be credited to Montreal, since it is the first city to appear in the unbroken itinerary.

Enquiries relating to the data may be directed to the Aviation Statistics Centre, (D.B.S.) 275 Slater Street, Ottawa 4, Ontario. Attention: Mr. G.C. Coleman or Mr. A.R. Turner, (Telephone 613-992-2332).

Statistiques sur l'origine et la destination des passagers des lignes aériennes - Données de 1968

Le présent bulletin renferme des statistiques sur le nombre des passagers qui commencent leurs voyages à partir de villes canadiennes, et cherche à montrer le degré de concentration en fonction du potentiel passagers des villes canadiennes.

Les statistiques sont établies d'après les coupons des passagers prélevés par les huit sociétés de transport aérien déclarantes, ainsi que des données pertinentes recueillies par les États-Unis et qui nous sont communiquées en vertu de l'accord d'échange conclu avec la Civil Aeronautics Board. Si, par exemple, le trajet de 10 passagers est indiqué comme suit: Montréal-Vancouver-Seattle-Osaka, les dix passagers sont comptés à Montréal, vu que c'est la première ville à partir de laquelle le trajet est ininterrompu.

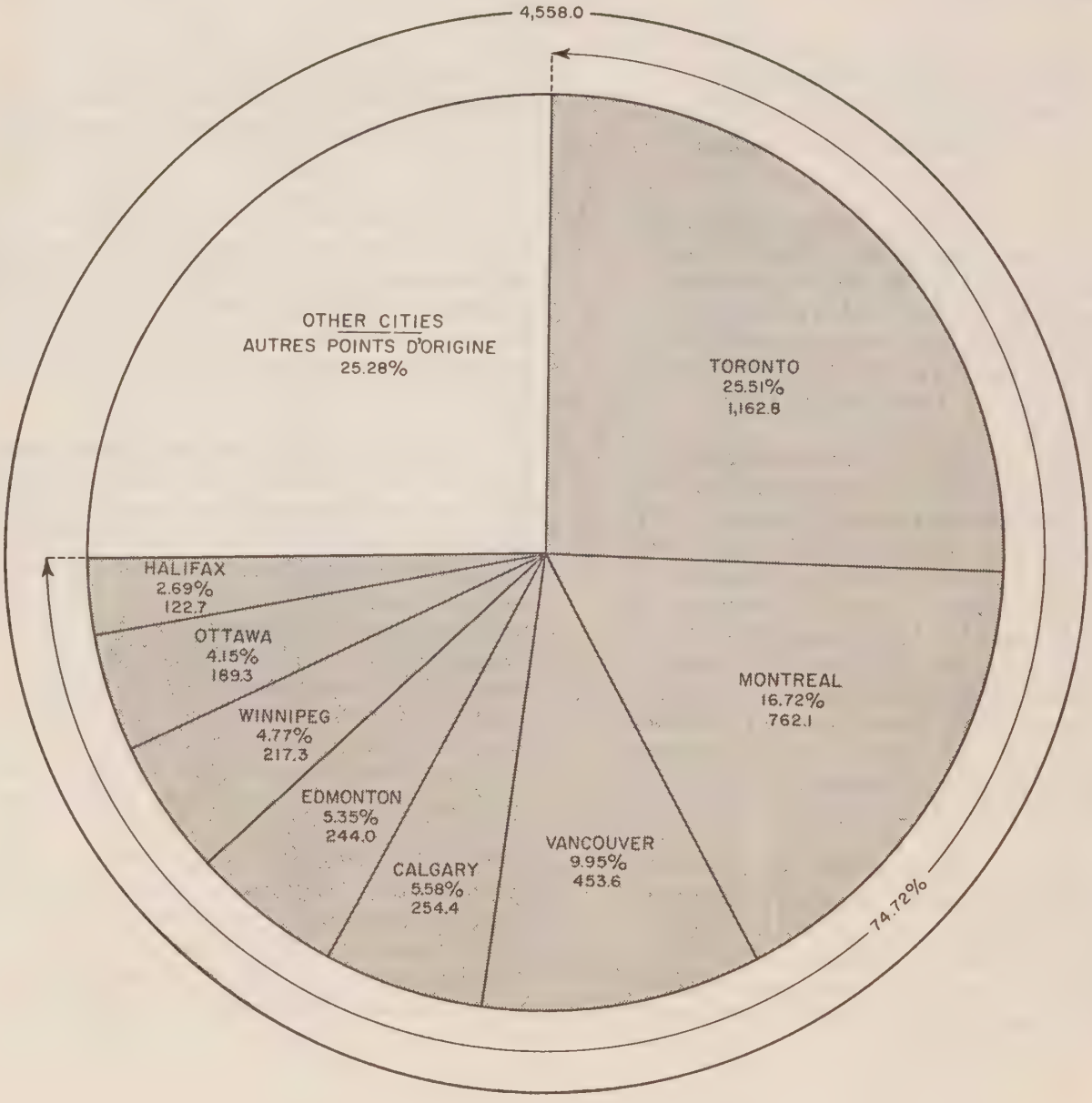
Pour tout renseignement au sujet des données, adressez-vous au Centre des statistiques de l'aviation (B.F.S.), 275, rue Slater, Ottawa 4 (Ontario), à l'attention de M. G.C. Coleman ou de M. A.R. Turner (Téléphone 613-992-2332).

8705-501

...luced by the Aviation Statistics Centre, Transportation and Public Utilities Division, Dominion Bureau of Statistics,
...ehalf of the Department of Transport and the Canadian Transport Commission
...igé par le Centre des statistiques de l'aviation, Division des transports et des services d'utilité publique, Bureau fédéral de la statistique,
... le Ministère des Transports et la Commission canadienne des transports

PASSENGER ORIGINATIONS AT CANADIAN CITIES
(000'S)

POINTS D'ORIGINE AU CANADA
(X 1,000 PASSAGERS)



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Aviation Statistics Centre/Centre des statistiques de l'aviation

Vol. 2, No. 14
ASC-SB-4-5

March 1970 Mars

Civil Aviation - January 1970

Operations of Transcontinental and Regional Carriers

Preliminary figures for the seven major Canadian airlines (two transcontinental and five regional) have been compiled and tabulated.

January 1970 figures include the operations of Nordair Ltd. for the first time. Having been designated by the Minister of Transport as a regional carrier, Nordair in 1970 will be considered on the same basis as the other six principal airlines.

All types of service showed increased traffic and operating revenues compared to the same period a year earlier. However, operating expenses grew by an even greater amount and as a result there was a decline in operating income.

Enquiries concerning the material presented should be directed to the Canadian Transport Commission, Ottawa 4, Ontario. Attention: Aviation Statistics Centre, Mr. K.J. Marks, (Telephone 992-2957).

Aviation civil - janvier 1970

Exploitation des transporteurs transcontinentaux et régionaux

Les statistiques provisoires des sept principaux transporteurs canadiens (deux transcontinentaux et cinq régionaux) ont été mises en tableau.

Les chiffres de janvier 1970 incluent les exploitations de Nordair Ltée pour la première fois. Ayant été designé par le ministre de transport comme transporteur régional, Nordair pendant 1970 sera considéré sur le même niveau que les autres six principaux transporteurs.

Tous les types de service ont fait apparaître une augmentation dans le trafic et les recettes d'exploitation en comparaison avec la même periode l'an dernier. Toutefois, les dépenses d'exploitation ont augmentées beaucoup plus et comme pour cette raison les revenus d'exploitation ont diminués.

Adresser demande de renseignements supplémentaires à la Commission canadienne des transport, Ottawa 4, Ontario. Attention: Centre des statistiques de l'aviation, M. K.J. Marks, (Téléphone 992-2957).

48705-501

duced by the Aviation Statistics Centre, Transportation and Public Utilities Division, Dominion Bureau of Statistics,
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digé par le Centre des statistiques de l'aviation, Division des transports et des services d'utilité publique, Bureau fédéral de la statistique,
r le Ministère des Transports et la Commission canadienne des transports

Operations of Transcontinental and Regional Air Carriers January 1970 Preliminary Data

Exploitation des transporteurs transcontinentaux et régionaux - janvier 1970 - Résultats provisoires

	January - - janvier 1970				January - - janvier 1969 total	% change - - Variation en % Jan. 1970 V's Jan. 1969	
	Air Canada	CP Air	Five regional carriers(1) - - Cinq transporteurs régionaux(1)	Total(2)			
All figures are expressed in thousands -- Tous les chiffres sont exprimés en milliers							
Operating statistics:							Exploitation:
Unit toll - Passenger-miles ..	485,946	168,675	30,330	684,951	605,565	+ 13.1	Taxe unitaire - Passagers-milles
Goods ton-miles ..	14,929	3,655	1,017	19,601	19,221	+ 2.0	Tonnes-milles de marchandises
Mail ton-miles ...	2,279	526	205	3,010	2,801	+ 7.5	Tonnes-milles de courrier
Charter - Hours flown	--	--	3	3	2	+ 27.1	Vols d'affrètement - Heures de vol
Passenger-miles	3,170	3,970	29,002	36,142	26,164	+ 38.1	Passagers-milles
Goods ton-miles	785	-	2,616	3,401	919	+ 270.1	Tonnes-milles de marchandises
Fuel consumption: (gallons)							Consommation de combustible: (gallons)
Turbo and jet fuel	24,591	8,203	3,151	35,945	31,380	+ 14.6	Combustible pour turbomoteurs et moteurs à réaction
Gasoline	-	1	424	425	902	- 52.9	Essence
Financial statistics:							Statistiques financières:
Operation revenues ..... $	33,449	10,107	5,825	49,382	43,738	+ 12.9	Recettes d'exploitation
Operating expenses ..... $	35,058	10,763	6,110	51,931	44,843	+ 15.8	Dépenses d'exploitation
Operating income (loss) .... $	(1,609)	(655)	(285)	(2,549)	(1,105)	- 130.7	Revenu d'exploitation

(1) Eastern Provincial Airways, Nordair, Pacific Western Airlines, Québecair and Transair. -- Eastern Provincial Airways, Nordair, Pacific Western Airlines, Québecair et Transair.

(2) Operations of the seven carriers represented in totals normally account for more than 90% of the revenues and expenses of the Canadian air transport industry. -- Ces sept compagnies enregistrent habituellement plus que 90 p. 100 de toutes les recettes et dépenses d'exploitation de l'industries des transports aériens au Canada.

- nil or zero -- néant ou zero

-- Too small to be expressed -- chiffre infime

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Aviation Statistics Centre/Centre des statistiques de l'aviation

Vol. 2, No. 15
ASC-SB-4-6

April 1970 avril

Civil Aviation - February 1970

Operations of Transcontinental and Regional Air Carriers

Preliminary figures for the seven major Canadian airlines (two transcontinental and five regional) have been compiled and tabulated.

Because figures for Nordair Ltd. are included in 1970 totals the figures for 1969 have been recalculated to make the two years comparable.

During the month increases were shown for all measures of activity except the number of goods ton-miles performed on unit toll (scheduled) services. In spite of increased traffic, operating income for February declined by more than $2.5 million compared to figures for February 1969. Although during the first two months of 1970 the major carriers reported a gain of 11.1 per cent in operating revenues, there was a 15.4 per cent increase in operating expenses. For this reason operating losses of the seven companies at the end of February were $5.7 million.

Enquiries concerning the material presented should be directed to the Aviation Statistics Centre, Attention: Mr. K.J. Marks, (Telephone 992-2957).

Aviation civil - février 1970

Exploitation des transporteurs transcontinentaux et régionaux

Les statistiques provisoires des sept principaux transporteurs canadiens (deux transcontinentaux et cinq régionaux) ont été mises en tableau.

Parce que les chiffres de Nordair Ltée sont inclus dans les totaux de 1970, les chiffres données pour 1969 ont étés recalculés pour faire les deux années comparables.

Pendant le mois toutes les mesures d'activité sauf le nombre de tonnes-milles de marchandises effectuées en les services à taxe unitaire (prévus) ont fait apparaître une augmentation. Malgré cette augmentation dans le trafic les revenus d'exploitation de février ont diminués par plus que $2.5 million en comparaison avec le même mois l'an dernier. Quoique pendant les deux premiers mois de 1970 les principaux transporteurs ont rapporté une augmentation de 11.1 pour cent dans dans les recettes d'exploitation, il y avait une augmentation de 15.4 pour cent dans les dépenses d'exploitation. Pour cette raison les pertes d'exploitation des sept compagnies jusqu'à la fin de février étaient $5.7 million.

Adresser demande de renseignements supplémentaires au Centre des statistiques de l'aviation, Attention: M. K.J. Marks, (Téléphone 992-2957).

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our le Ministère des Transports et la Commission canadienne des transports

Operations of Transcontinental and Regional Air Carriers February 1970 Preliminary Data

Exploitation des transporteurs transcontinentaux et régionaux - février 1970 - Résultats provisoires

	February - - février 1970				February - - février 1969 total	Jan.-Feb. - - jan.-fév. 1970 total	Jan.-Feb. - - jan.-fév. 1969 total	% change - - Variation en % 1970 cum. V's 1969 cum.	
	Air Canada	CP Air	Five regional carriers(1) - - Cinq transporteurs régionaux(1)	Total(2)					
All figures are expressed in thousands -- Tous les chiffres sont exprimés en milliers									
Operating statistics:									Exploitation:
Unit toll - Passenger-miles ..	429,078	147,998	28,918	605,994	552,010	1,290,946	1,157,575	+ 11.5	Taxe unitaire - Passagers-milles
Goods ton-miles ..	15,790	4,289	1,030	21,108	23,002	40,709	42,223	- 3.6	Tonnes-milles de marchandises
Mail ton-miles ...	2,131	549	191	2,871	2,661	5,881	5,462	+ 7.7	Tonnes-milles de courrier
Charter - Hours flown	--	--	3	3	3	6	5	+ 22.6	Vols d'affrètement - Heures de vol
Passenger-miles	5,503	8,201	17,804	31,508	25,959	67,650	52,123	+ 29.8	Passagers-milles
Goods ton-miles	802	-	2,418	3,220	2,012	6,620	2,931	+ 125.9	Tonnes-milles de marchandises
Fuel consumption: (gallons)									Consommation de combustible: (gallons)
Turbo and jet fuel	22,542	7,456	2,854	32,852	29,443	68,797	60,824	+ 13.1	Combustible pour turbomoteurs et moteurs à réaction
Gasoline	-	7	397	404	777	829	1,679	- 50.6	Essence
Financial statistics:									Statistiques financières:
Operating revenues ..... $	31,409	9,444	5,610	46,463	42,545	95,844	86,284	+ 11.1	Recettes d'exploitation
Operating expenses ..... $	33,362	10,325	5,971	49,658	43,177	101,589	88,021	+ 15.4	Dépenses d'exploitation
Operating income (loss) .... $	(1,953)	(881)	(361)	(3,195)	(632)	(5,744)	(1,737)	- 230.7	Revenu d'exploitation

(1) Eastern Provincial Airways, Nordair, Pacific Western Airlines, Québecair and Transair. -- Eastern Provincial Airways, Nordair, Pacific Western Airlines, Québecair et Transair.

(2) Operations of the seven carriers represented in totals normally account for more than 90% of the revenues and expenses of the Canadian air transport industry. -- Ces sept compagnies enregistrent habituellement plus que 90 p. 100 de toutes les recettes et dépenses d'exploitation de l'industrie des transports aériens au Canada.

- Nil or zero -- néant ou zéro.

-- Too small to be expressed -- chiffre infime.

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BULLETIN de service

275 SLATER, OTTAWA 4, ONTARIO

Aviation Statistics Centre/Centre des statistiques de l'aviation

Vol. 2, No. 16
ASC-SB-3-4

March 1970 mars
Preliminary -- Préliminaire

Aircraft Movement Statistics

Airports with DOT Air Traffic Control Towers

During March 1970, aircraft activity at airports with Department of Transport control towers amounted to 394,440 movements, 15,637 more than during March 1969. Itinerant movements totalled 158,736 or 7,661 more. Local flights accounted for 224,469 movements, 9,799 higher than during March of last year. Simulated approaches were 1,823 fewer with 11,235.

For the sake of a more meaningful comparison of the data, the year-to-date figures are added for this year and last year.

Inquiries related to the subject-matter should be directed to Department of Transport, Ottawa 4, Ontario. Attention: Aviation Statistics Centre, Mr. Jan Bekooy (Telephone 992-2957).

Statistiques relatives au mouvements des aéronefs

Aéroports avec tours de contrôle de la circulation aérienne du ministère des Transports

En mars 1970, on a enregistré dans les aéroports dotés d'une tour de contrôle du ministère des Transports 394,440 mouvements, soit 15,637 de plus qu'en mars 1969. Le nombre des mouvements itinérants a atteint 158,736 (7,661 de plus). Il y a eu 224,469 mouvements locaux, soit 9,799 de plus qu'en mars 1'année dernière. Le nombre d'approches simulées ont atteint 11,235, soit 1,823 de moins.

Afin de permettre des comparaisons significatives entre les données, on a ajouté aux chiffres de cette année ceux de la période correspondante de 1'année dernière.

Toute demande de renseignement au sûjet du contenu de ce bulletin doit être adressée au Ministère des Transports, Ottawa 4, Ontario. Attention: Centre des statistiques de 1'aviation, M. Jan Bekooy (Téléphone 992-2957).

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duced by the Aviation Statistics Centre, Transportation and Public Utilities Division, Dominion Bureau of Statistics,
behalf of the Department of Transport and the Canadian Transport Commission
digé par le Centre des statistiques de l'aviation, Division des transports et des services d'utilité publique, Bureau fédéral de la statistique,
ur le Ministère des Transports et la Commission canadienne des transports

Airports with Department of Transport Towers
Total Aircraft Movements by Class of Operation, March 1970

Aéroports avec tours de contrôle du ministère des Transports
Total des mouvements d'aéronefs, par classe de vol, mars 1970

Airports - - Aéroports	Total March - - mars 1969	March 1970 mars							Simulat approac - - Approch simulée
		Rank - - Rang	Total	Rank - - Rang	Itinerant - - Itinérant	Rank - - Rang	Local - - Locaux	Rank - - Rang	
Abbotsford	11,914	9	15,231	10	5,151	7	9,355	6	7
Baie Comeau	736		2,383		1,273		1,106		
Brandon	5,620		4,691		1,310		3,355		
Buttonville	15,660	3	20,092		2,109	2	17,826		1
Calgary International	20,629		14,961	8	5,753	9	8,792	9	4
Cartierville	21,923		1,076		529		547		
Edmonton Industrial	22,285	7	15,642	7	6,690	8	8,830		1
Edmonton International	4,635		5,193		2,254		1,918	5	1,0
Fort St. John	2,115		1,867		1,076		752		
Fredericton	2,802		3,649		2,054		1,552		
Gander International	4,212		4,700		1,456		3,122		1
Halifax International	6,781		6,405		3,637		2,610		1
Hamilton City	-		14,465		3,488	6	10,276	7	7
Kamloops	4,596		5,008		2,119		2,856		
Lethbridge	5,249		3,272		1,257		1,966		
London	10,043		9,320		3,253		5,957		1
Moncton	6,930		8,163		2,572		5,362		2
Montreal International	23,345	2	20,653	2	12,272		7,093	1	1,2
North Bay	3,935		6,166		2,045		3,708	10	4
Oshawa	-		8,190		2,299		5,819		
Ottawa International	16,675	5	17,083	6	7,393	10	8,667	4	1,0
Penticton	-		6,754		1,738		4,991		
Pitt Meadows	15,998	8	15,491	9	5,159	5	10,332		
Port Hardy	1,809		1,935		1,349		586		
Prince George	3,821		3,463		1,394		2,062		
Quebec	10,944		8,866		4,148		4,573		1
Regina	9,411		6,989		2,453		4,408		1
Saint John	4,179		2,257		1,443		722		
St. Andrews	8,761		13,718		2,456	4	11,262		
St. Hubert	20,079	1	30,829	5	7,659	1	22,722	8	4
St. John's	829		1,552		774		722		
Saskatoon	9,397		5,553		2,436		3,004		1
Sept-Iles	2,329		2,411		1,749		619		
Springbank	-		5,350		868		4,482		
Sydney	642		721		631		80		
Thunder Bay	6,100		3,545		1,661		1,851		
Toronto International	17,678	4	17,895	1	14,605		2,147	2	1,1
Toronto Island	15,386	6	16,360		4,136	3	12,224		
Vancouver International	15,556		13,586	3	12,083		1,174		3
Victoria International	11,620		9,533		4,347		4,801		3
Wabush	799		699		635		58		
Waterloo-Wellington	-		8,156		2,430		5,676		
Whitehorse	4,970		6,845		1,821		4,970		
Windsor	8,114		8,528		1,933		6,307		2
Winnipeg International	20,296	10	15,194	4	10,838		3,227	3	1,1
Total 1970 - Towers 45 -- tours			394,440		158,736		224,469		11,2
Total 1969 - Towers 40 -- tours			378,803		151,075		214,670		13,0
Accum. to 1970 cumulatif			1,000,397		413,677		554,521		32,1
Accum. to 1969 cumulatif			892,240		368,077		491,273		32,8

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Aviation Statistics Centre/Centre des statistiques de l'aviation

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April 1970 avril

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Special Report

Revenue Hours Flown by Rotating Wing Aircraft by Area; Type of Service and Aircraft Weight Group for the year 1969-1968.

Enquiries concerning the material presented should be directed to the Aviation Statistics Centre, Attention: Mr. K.J. Marks, (Telephone 992-2957).

Rapport Spécial

Heures de vol productives par les aéronefs à voilure tournante. Par zone d'exploitation, genre de service et groupe par poids d'aéronefs pour l'année 1969-1968.

Adresser demande de renseignements supplémentaires au Centre des statistiques des l'aviation, Attention: M. K.J. Marks, (Téléphone 992-2957).

8705-501

duced by the Aviation Statistics Centre, Transportation and Public Utilities Division, Dominion Bureau of Statistics,
behalf of the Department of Transport and the Canadian Transport Commission
digé par le Centre des statistiques de l'aviation, Division des transports et des services d'utilité publique, Bureau fédéral de la statistique,
ur le Ministère des Transports et la Commission canadienne des transports

Revenue Hours Flown - Rotating Wing Aircraft
By Area, Type of Service and Aircraft Group

Provincial area	Type of service	Revenue hours flown - 1968			Revenue hours flown 1969 preliminary		
		Group B	Group C	Total	Group B	Group C	To
1. Newfoundland	Bulk	575	10,080	10,655	2,876	13,926	16
	Specialty	492	351	843	-	-	
	Total	1,067	10,431	11,498	2,876	13,926	16
2. Maritimes	Bulk	109	246	355	79	634	
	Specialty	-	823	823	-	767	
	Total	109	1,069	1,178	79	1,401	1
3. Quebec	Bulk	4,145	10,819	14,964	4,679	14,809	19
	Specialty	405	5,691	6,096	407	6,889	7
	Total	4,550	16,510	21,060	5,086	21,698	26
4. Ontario	Bulk	1,160	10,665	11,825	673	9,473	10
	Specialty	-	11,837	11,837	-	9,569	9
	Total	1,160	22,502	23,662	673	19,042	19
5. Manitoba	Bulk	278	6,003	6,281	701	8,840	9
	Specialty	-	1,241	1,241	319	1,405	1
	Total	278	7,244	7,522	1,020	10,245	11
6. Saskatchewan	Bulk	268	1,952	2,220	555	4,789	5
	Specialty	48	2,439	2,487	829	3,077	3
	Total	316	4,391	4,707	1,384	7,866	9
7. Alberta	Bulk	2,833	16,956	19,789	1,353	14,598	15
	Specialty	39	1,662	1,701	-	2,122	2
	Total	2,872	18,618	21,490	1,353	16,720	18
8. British Columbia	Bulk	4,246	29,717	33,963	2,874	36,529	39
	Specialty	488	6,923	7,411	372	4,905	5
	Total	4,734	36,640	41,374	3,246	41,434	44
9. Yukon T.	Bulk	119	9,324	9,443	51	14,344	14
	Specialty	-	178	178	-	115	
	Total	119	9,502	9,621	51	14,459	14
10. North West Territories	Bulk	1,974	9,782	11,756	6,635	20,125	26
	Specialty	4,946	1,868	6,814	301	2,034	3
	Total	6,920	11,650	18,570	6,936	22,159	29
Total Areas	Bulk	15,707	105,544	121,251	20,476	138,067	158
	Specialty	6,418	33,013	39,431	2,228	30,883	3
	Total	22,125	138,557	160,682	22,704	168,950	19

Note: Group B A/C - Alouette, Bell 204, 205, Sikorsky S55, S58, Vertol
Group C A/C - Bell 47, 206, Brantley, Hiller, Hughes

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Aviation Statistics Centre/Centre des statistiques de l'aviation

Vol. 2, No.18
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May 1970 mai

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Civil Aviation - March 1970

Operations of Transcontinental and Regional Air Carriers

Preliminary figures for the seven major Canadian airlines (two transcontinental and five regional) have been compiled and tabulated.

Because figures for Nordair Ltd. are included in 1970 totals the figures for 1969 have been recalculated to make the two years comparable.

During the month increases were shown for all measures of activity except the number of goods ton-miles performed on unit toll (scheduled) services. Although operating income for the month amounted to $1.7 million this was $2.5 million lower than the March 1969 figure of $4.2 million.

Results for the first quarter of 1970 show that an increase of 11.0 per cent in operating revenues was cancelled by a 16.3 per cent growth in operating expenses. As a result operating income at the end of the first three months stood at a loss of $4.6 million compared to an operating income of $2.3 million in 1969.

Enquiries concerning the material presented should be directed to the Aviation Statistics Centre, Attention: Mr. K.J. Marks, (Telephone 992-2957).

Aviation civile - mars 1970

Exploitation des transporteurs transcontinentaux et régionaux

Les statistiques provisoires des sept principaux transporteurs canadiens (deux transcontinentaux et cinq régionaux) ont été mises en tableau.

Parce que les chiffres de Nordair Ltée sont inclus dans les totaux de 1970, les chiffres donnés pour 1969 ont été récalculés pour faire les deux années comparables.

Pendant le mois toutes les mesures d'activité sauf le nombre de tonnes-milles de marchandises effectuées en les services à taxes unitaires (prévus) ont augmentés. Quoique les revenus d'exploitation pour le mois se sont élevés à $1.7 million ce chiffre était $2.5 million plus bas que le chiffre pour le mois de mars 1969 de $4.2 million.

Les résultats pour le premier trimestre de 1970 montrent qu'une augmentation de 11.0 pour cent dans les recettes d'exploitation était annulé par une augmentation de 16.3 pour cent dans les dépenses d'exploitation. Pour cette raison les revenus d'exploitation à la fin des trois premiers mois étaient une perte de $4.6 million en comparaison avec un revenu d'exploitation de $2.3 million en 1969.

Adresser demande de renseignements supplémentaires au Centre des statistiques de l'aviation, Attention: M. K.J. Marks, (Téléphone 992-2957).

8705-501

oduced by the Aviation Statistics Centre, Transportation and Public Utilities Division, Dominion Bureau of Statistics,
behalf of the Department of Transport and the Canadian Transport Commission
digé par le Centre des statistiques de l'aviation, Division des transports et des services d'utilité publique, Bureau fédéral de la statistique,
ur le Ministère des Transports et la Commission canadienne des transports

Operations of Transcontinental and Regional Air Carriers March 1970 Preliminary Data

Exploitation des transporteurs transcontinentaux et régionaux - mars 1970 - Résultats provisoires

	March - - mars 1970				March - - mars 1969 total	Jan.-Mar. 1970 total - - janv.-mars	Jan.-Mar. 1969 total - - janv.-mars	% change - - Variation en % 1970 cum. V's 1969 cum.	
	Air Canada	CP Air	Five regional carriers(1) - - Cinq transporteurs régionaux(1)	Total(2)					
All figures are expressed in thousands -- Tous les chiffres sont exprimés en milliers									
Operating statistics:									Exploitation:
Unit toll - Passenger-miles ..	552,843	184,148	35,637	772,628	689,783	2,063,574	1,847,358	+ 11.2	Taxe unitaire - Passagers-milles
Goods ton-miles ..	17,855	4,578	2,157	24,590	25,753	65,299	67,976	- 3.9	Tonnes-milles de marchandises
Mail ton-miles ...	2,378	658	247	3,283	3,037	9,164	8,499	+ 7.8	Tonnes-milles de courrier
Charter - Hours flown	1	--	4	5	3	11	8	+ 27.8	Vols d'affrètement - Heures de vol
Passenger-miles	9,790	13,199	24,755	47,744	32,060	115,394	84,183	+ 37.1	Passagers-milles
Goods ton-miles	721	-	4,835	5,556	2,784	12,177	5,715	+ 113.1	Tonnes-milles de marchandises
Fuel consumption: (gallons)									Consommation de combustible: (gallons)
Turbo and jet fuel	25,898	8,593	3,704	38,195	33,398	106,992	94,221	+ 13.6	Combustible pour turbomoteurs et moteurs à réaction
Gasoline	-	(2)	514	512	915	1,341	2,594	- 48.3	Essence
Financial statistics:									Statistiques financières:
Operating revenues ..... $	38,552	11,455	6,851	56,858	50,947	152,202	137,131	+ 11.0	Recettes d'exploitation
Operating expenses ..... $	37,323	11,164	6,714	55,201	46,793	156,790	134,814	+ 16.3	Dépenses d'exploitation
Operating income (loss) .... $	1,229	291	137	1,657	4,154	(4,588)	2,317	- 298.0	Revenu (perte) d'exploitation

(1) Eastern Provincial Airways, Nordair, Pacific Western Airlines, Québecair and Transair. -- Eastern Provincial Airways, Nordair, Pacific Western Airlines, Québecair et Transair.

(2) Operations of the seven carriers represented in totals normally account for more than 90% of the revenues and expenses of the Canadian air transport industry. -- Ces sept compagnies enregistrent habituellement plus que 90 p. 100 de toutes les recettes et dépenses d'exploitation de l'industries des transports aériens au Canada.

- Nil or zero -- néant ou zéro.

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275 SLATER, OTTAWA 4, ONTARIO

Aviation Statistics Centre/Centre des statistiques de l'aviation

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April 1970 avril
Preliminary -- Préliminaire

Aircraft Movement Statistics

Airports with DOT Air Traffic Control Towers

During April 1970, aircraft activity at the 45 airports with Department of Transport control towers amounted to 387,912 movements, 14,450 more than in the previous year, when there were 373,462 movements at 40 tower controlled airports. Itinerant movements totalled 159,654 (150,825) or 8,829 more than in April 1969. Local flights accounted for 215,598 movements which were 5,426 higher than during the same month of last year when there were 210,172 movements. Simulated approaches were 12,660 in April 1970, which were 195 higher than in April 1969.

For the sake of a more meaningful comparison of the data, the year-to-date figures are added for this year and last year.

Inquiries related to the subject-matter should be directed to Department of Transport, Ottawa 4, Ontario. Attention: Aviation Statistics Centre, (DBS) Mr. Jan Bekooy (Telephone 992-2957).

Note: To facilitate comparisons, the 1969 figures are given in parentheses.

8705-501

Statistiques relatives au mouvements des aéronefs
Aéroports avec tour de contrôle de la circulation aérienne du ministère des Transports

En avril 1970, les 45 aéroports dotés d'une tour de contrôle du ministère des Transports ont enregistré 387,912 mouvements, soit 14,450 de plus que le même mois de l'année dernière (373,462 mouvements dans 40 aéroports). Les mouvements itinérants ont été au nombre de 159,654 (150,825), soit une augmentation de 8,829 par rapport à avril 1969. Les mouvements locaux ont atteint 215,598 (210,172), soit 5,426 plus que pendant le mois correspondant de l'année dernière. Il y avait 12,660 simulées soit 195 de plus qu'en avril 1969.

Afin de permettre la comparaison on a ajouté les resultats de la partie écoulée de l'année courante et ceux de la période correspondante de l'année dernière.

Toute demande de renseignement concernant la matière du présent bulletin doit être adressée au Ministère des Transports, Ottawa 4, Ontario, à l'attention du Centre des statistiques de l'aviation, (BFS) M. Jan Bekooy (Téléphone 992-2957).

Nota: Les résultats de 1969 sont donnés entre parenthèses aux fins de comparaison.

duced by the Aviation Statistics Centre, Transportation and Public Utilities Division, Dominion Bureau of Statistics,
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digé par le Centre des statistiques de l'aviation, Division des transports et des services d'utilité publique, Bureau fédéral de la statistique,
ur le Ministère des Transports et la Commission canadienne des transports

Airports with Department of Transport Towers
Total Aircraft Movements by Class of Operation, April 1970

Aéroports avec tours de contrôle du ministère des Transports
Total des mouvements d'aéronefs, par classe de vol, avril 1970

Airports - - Aéroports	April 1969 avril	April 1970 avril							Simulated approach - - Approches simulées
		Rank - - Rang	Total	Rank - - Rang	Itinerant - - Itinérant	Rank - - Rang	Local - - Locaux	Rank - - Rang	
Abbotsford	8,511		12,340	10	4,752		6,974	7	614
Baie Comeau	1,755		1,945		1,281		652		12
Brandon	4,604		3,488		1,230		2,242		16
Buttonville	20,089	7	16,110		2,053	2	13,942		115
Calgary International	19,755	8	15,703	8	5,599	6	9,657	9	447
Cartierville	19,123		776		450		326		-
Edmonton Industrial	21,301	3	21,858	6	7,952	3	13,715		191
Edmonton International	6,124		7,363		2,546		3,256	2	1,561
Fort St. John	2,822		2,439		1,105		1,313		21
Fredericton	3,907		3,954		1,994		1,902		58
Gander International	5,709		6,117		1,664		4,364		89
Halifax International	5,607		6,832		3,763		3,028		41
Hamilton City	-	9	14,874		3,806	5	10,394	6	674
Kamloops	5,452		4,272		2,256		1,953		63
Lethbridge	4,871		3,009		1,227		1,716		66
London	10,410		9,013		3,524		5,356		133
Moncton	7,374		8,643		2,692		5,658		293
Montreal International	20,227	2	24,135	2	12,745	7	9,217	1	2,173
North Bay	3,613		7,821		2,301		5,116	10	404
Oshawa	-		9,814		2,759	10	6,975		80
Ottawa International	17,792	6	17,296	7	7,388	8	8,831	4	1,077
Penticton	-		2,551		1,216		1,334		1
Pitt Meadows	14,663		11,138		3,879	9	7,259		-
Port Hardy	1,381		1,458		1,163		287		8
Prince George	3,476		4,260		1,613		2,641		6
Quebec	12,143		8,328		4,281		3,939		108
Regina	8,202		5,415		2,446		2,800		169
Saint John	4,325		2,153		1,452		628		73
St. Andrews	8,229		8,315		1,805		6,510		-
St. Hubert	18,230	1	31,965	5	8,954	1	22,510	8	501
St. John's	1,057		1,523		737		692		94
Saskatoon	10,533		6,839		2,562		4,090		187
Sept-Iles	2,605		2,183		1,662		444		77
Springbank	-		5,080		802		4,278		-
Sydney	724		999		779		205		15
Thunder Bay	3,707		3,698		1,472		2,215		11
Toronto International	18,480	4	19,329	1	14,770		3,112	3	1,447
Toronto Island	17,942	5	18,235	9	5,149	4	13,086		-
Vancouver International	14,786		12,935	3	11,614		982		339
Victoria International	10,036		8,286		3,781		4,147		358
Wabush	561		661		560		100		1
Waterloo-Wellington	-		7,255		2,576		4,612		67
Whitehorse	6,066		7,315		1,821		5,471		23
Windsor	6,611		7,163		2,245		4,739		179
Winnipeg International	20,659	10	13,026	4	9,228		2,930	5	868
1970 - towers 45 tours			387,912		159,654		215,598		12,660
1969 - towers 40 tours			373,462		150,825		210,172		12,465
Jan. to Apr. 1970 Accum. Cumulatif			1,388,288		573,290		770,147		44,851
Janv. à avr. 1969 Accum. Cumulatif			1,265,702		518,902		701,445		45,351

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Aviation Statistics Centre/Centre des statistiques de l'aviation

Vol. 2, No. 20
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May 1970 mai
Preliminary -- Préliminaire

Airport Activity

This bulletin is another of a revised series in which data for the current year will be compared to that for the same period last year, at twenty-five of the top airports in Canada.

In this instance the period covered is 1968 and 1969.

A strike, which closed down Air Canada's operations from April 21 until May 20, had a significant impact on the 1969 figures.

Effective September 1, 1968 all 1st class mail from the United States to Canada was shipped by air rather than by surface transportation. This is another factor to consider in comparing figures for the two years.

Inquiries relating to the data may be directed to the Aviation Statistics Centre, (D.B.S.), Ottawa 4, Ontario. Attention: Mr. G.C. Coleman, or Mr. J.E. Berg, (Telephone 613-992-2332).

Activité des aéroports

Le présent bulletin est un autre dans une série révisée qui contiendra les données de l'année en cours et de l'année précédente sur l'activité de vingt-cinq des plus importants aéroports du Canada.

La présente edition porte sur les années 1968 et 1969

Une grève, qui a interrompu l'exploitation d'Air Canada du 21 avril au 20 mai, a eu une grande répercussion sur les résultats de 1969.

Depuis le 1er septembre 1968, tout le courrier de première classe expédié des États-Unis au Canada est transporté par voie aérienne plutôt que terrestre. Ceci est un autre facteur a considérer dans la comparaison des chiffres pour les deux années.

Adresser toute demande de renseignements sur les données du présent bulletin au Centre des statistiques de l'aviation, (B.F.S.), Ottawa 4, Ontario. Attention: M. G.C. Coleman or M. J.E. Berg, (Téléphone 613-992-2332).

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8705-501

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édigé par le Centre des statistiques de l'aviation, Division des transports et des services d'utilité publique, Bureau fédéral de la statistique,
our le Ministère des Transports et la Commission canadienne des transports

Explanatory Notes - Airport Activity Tables

1. The data refers to regularly scheduled international and mainline domestic flights. Data concerning charter flights have not been included in the tables.

2. The data concerning international flights were collected on a census basis. Data concerning domestic flights were collected on a mixed 15 per cent sample and census basis. The sample is such that each day of the week is sampled twice each quarter, and there is at least one sample day in each week.

3. Cargo has been considered as express and freight.

4. The tables will not balance horizontally within the traffic categories which are "Domestic", "Transborder", and "Other International". This is because the intransit load may arrive at a station under one category, and depart under another. The traffic categories are derived by allocating the traffic according to the last stop made before arrival and the next stop planned after departure. For example, consider a flight from Calgary to London, England via Winnipeg. The arrival at Winnipeg, from Calgary would be classed as a "Domestic" arrival, and the departure from Winnipeg to London, England would be considered an "Other International" departure.

5. At airports where flight numbers changed, all traffic on board was reported deplaned as well as arrived.

6. All flights to and from Alaska have been considered under the category "International, Transborder". Beginning with 1968 data, flights to and from Hawaii have been included under the traffic category "International, Transborder".

Notes explicatives - Tableaux de l'activité des aéroports

1. Les données ont trait aux vols réguliers sur les lignes internationales et sur les grandes lignes intérieures. Les données sur les affrètements ne sont pas comprises dans les tableaux.

2. Les données sur les vols internationaux ont été recueillies par voie de recensement. Les données sur les vols intérieurs ont été réunies à partir d'un échantillon de 15 p. 100 et d'un recensement. L'échantillon est choisi de façon à ce que chaque jour de la semaine soit observé deux fois par trimestre et qu'il y ait au moins un jour-échantillon par semaine.

3. Les "marchandises" comprennent les messageries et le fret.

4. Il peut y avoir absence de concordance dans les lignes horizontales des rubriques "vols intérieurs", "vols transfrontaliers" et "autres vols internationaux" car ces vols peuvent changer de catégorie lors d'une escale. Les catégories sont établies, selon le cas, en fonction du dernier arrêt avant l'atterrissage ou du premier arrêt après le départ. Prenons l'exemple d'un vol Calgary-Londres avec escale à Winnipeg. Le vol Calgary-Winnipeg serait classé comme "vol intérieur", et le trajet Winnipeg-Londres comme "autre vol international".

5. Lorsque le numéro de vol est modifié à un aéroport, le contenu de l'aéronef (voyageurs et cargaison) est considéré comme étant arrivé à destination et débarqué.

6. Tous les vols en provenance et à destination de l'Alaska entrent dans la catégorie "vols transfrontaliers". Depuis 1968, les données sur les vols en provenance ou à destination des îles Hawaii sont comprises dans la même catégorie.

Scheduled International and Mainline Domestic Traffic

Trafic international à horaire fixe et trafic intérieur de ligne principale

Period covered - - période	Arriving load - - Charge à l'arrivée			Deplaned load - - Charge débarquée			Enplaned load - - Charge embarquée			Departing load - - Charge au départ		
January 1 to December 31 / 1er janvier au 31 décembre	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises
		thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres	
Domestic -- Intérieur:												
1968	1,199,019	10,301.3	36,724.6	1,038,243	8,050.5	23,474.9	1,072,307	9,877.3	45,973.2	1,230,810	12,275.6	60,559.1
1969	1,309,316	12,117.2	37,819.4	1,139,489	10,271.2	26,162.7	1,172,540	12,253.5	56,915.0	1,342,167	14,177.8	71,808.3
% change -- variation %	9.2	17.6	3.0	9.8	27.6	11.4	9.3	24.1	23.8	9.0	15.5	18.6
International:												
Transborder -- Transfrontalier:												
1968	597,487	1,810.9	21,810.3	540,508	1,721.9	13,541.2	537,254	609.9	6,533.6	600,626	1,083.9	20,617.4
1969	634,772	2,472.3	26,203.7	569,812	2,409.3	13,717.4	568,991	635.0	8,254.5	638,492	1,251.7	24,512.7
% change -- variation %	6.2	36.5	20.1	5.4	39.9	1.3	5.9	4.1	26.3	6.3	15.5	18.9
Other -- Autre:												
1968	427,873	3,316.4	65,537.5	305,264	2,322.2	46,352.5	258,795	1,886.7	12,648.1	377,284	2,348.7	24,412.3
1969	464,527	3,838.8	90,185.0	329,802	2,757.3	63,843.3	291,902	2,190.2	18,126.4	422,286	2,639.7	37,459.7
% change -- variation %	8.6	15.8	37.6	8.0	18.7	37.7	12.8	16.1	43.3	11.9	12.4	53.4
Total International:												
1968	1,025,360	5,127.3	87,347.8	845,772	4,044.1	59,893.7	796,049	2,496.5	19,181.7	977,910	3,432.6	45,029.6
1969	1,099,299	6,311.1	116,388.7	899,614	5,166.6	77,560.7	860,893	2,825.2	26,380.9	1,060,778	3,891.4	61,972.4
% change -- variation %	7.2	23.1	33.2	6.4	27.8	29.5	8.1	13.2	37.5	8.5	13.4	37.6
All services -- Tous les services:												
1968	2,224,379	15,428.7	124,072.4	1,884,015	12,094.6	83,638.6	1,868,356	12,373.8	65,154.9	2,208,720	15,708.2	105,588.7
1969	2,408,615	18,428.3	154,208.1	2,030,103	15,437.8	103,723.4	2,033,433	15,078.7	83,295.9	2,402,945	18,069.2	133,780.6
% change -- variation %	8.3	19.4	24.3	7.8	27.6	24.0	8.8	21.9	27.8	8.8	15.0	26.7

Note: Additions for mail and cargo may not balance due to rounding.
Nota: Les additions du courrier et des marchandises peuvent être inexactes parce que les chiffres sont arrondis.

Scheduled International and Mainline Domestic Traffic

Trafic international à horaire fixe et trafic intérieur de ligne principale

Period covered - - période	Arriving load - - Charge à l'arrivée			Deplaned load - - Charge débarquée			Enplaned load - - Charge embarquée			Departing load - - Charge au départ		
January 1 to December 31 — 1er janvier au 31 décembre	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises
		thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres	
Domestic -- Intérieur:												
1968	1,633,029	14,588.7	54,816.0	1,458,713	9,697.0	31,412.1	1,422,532	12,127.5	44,114.7	1,598,430	16,763.1	68,850.3
1969	1,743,296	17,271.4	69,340.5	1,546,393	13,633.9	50,753.9	1,533,783	16,160.5	51,544.4	1,732,964	19,592.7	70,671.0
% change -- variation %	6.8	18.4	26.5	6.0	40.6	61.6	7.8	33.3	16.8	8.4	16.9	2.6
International:												
Transborder -- Transfrontalier:												
1968	841,590	2,692.6	31,353.1	817,646	2,644.9	29,965.4	826,458	931.8	9,756.4	849,352	1,011.3	10,193.0
1969	933,272	4,790.2	32,043.3	906,012	4,721.8	30,309.1	898,826	1,014.8	10,357.8	924,539	1,089.6	10,962.8
% change -- variation %	10.9	77.9	2.2	10.8	78.5	1.1	8.8	8.9	6.2	8.9	7.7	7.6
Other -- Autre:												
1968	203,140	742.0	7,825.4	189,436	664.8	6,818.4	164,901	834.6	4,399.7	178,073	1,136.3	5,026.0
1969	212,304	687.1	7,908.6	199,058	631.5	7,707.2	176,074	787.4	6,203.9	188,589	1,041.8	6,994.4
% change -- variation %	4.5	- 7.4	1.1	5.1	- 5.0	13.0	6.8	- 5.7	41.0	5.9	- 8.3	39.2
Total International:												
1968	1,044,730	3,434.5	39,178.5	1,007,082	3,309.7	36,783.7	991,359	1,766.5	14,156.1	1,027,425	2,147.6	15,219.2
1969	1,145,576	5,477.3	39,952.0	1,105,070	5,343.4	38,016.3	1,074,900	1,802.2	16,561.7	1,113,128	2,131.4	17,957.2
% change -- variation %	9.7	59.5	2.0	9.7	61.4	3.4	8.4	2.0	17.0	8.3	- 0.8	18.0
All services -- Tous les services:												
1968	2,677,759	18,023.2	93,994.3	2,465,795	13,006.7	68,195.8	2,413,891	13,894.0	58,270.8	2,625,855	18,910.7	84,069.5
1969	2,888,872	22,748.7	109,292.5	2,651,463	18,987.3	88,770.3	2,608,683	17,962.7	68,106.1	2,846,092	21,724.1	88,628.3
% change -- variation %	7.9	26.2	16.3	7.5	46.0	30.2	8.1	29.3	16.9	8.4	14.9	5.4

Note: Additions for mail and cargo may not balance due to rounding.
Nota: Les additions du courrier et des marchandises peuvent être inexactes parce que les chiffres sont arrondis.

Scheduled International and Mainline Domestic Traffic

Trafic international à horaire fixe et trafic intérieur de ligne principale

Period covered - - période	Arriving load - - Charge à l'arrivée			Deplaned load - - Charge débarquée			Enplaned load - - Charge embarquée			Departing load - - Charge au départ		
January 1 to December 31 / 1er janvier au 31 décembre	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises
		thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres	
Domestic -- Intérieur:												
1968	703,264	5,690.4	23,648.7	694,429	5,382.5	21,970.5	722,115	5,361.5	24,757.7	730,919	5,669.3	28,548.2
1969	830,809	7,033.0	24,852.7	817,079	6,871.1	24,442.0	827,742	6,802.0	27,442.9	841,385	6,963.2	27,909.0
% change -- variation %	18.1	23.6	5.1	17.7	27.7	11.2	14.6	26.9	10.8	15.1	22.8	- 2.2
International:												
Transborder -- Transfrontalier:												
1968	244,355	1,000.8	5,195.1	244,210	1,000.8	5,165.4	234,904	739.8	1,698.0	235,526	743.4	1,824.2
1969	277,828	1,579.5	7,042.3	275,480	1,575.5	6,813.7	275,028	830.9	2,352.6	280,281	834.0	2,690.3
% change -- variation %	13.7	57.8	35.6	12.8	57.4	31.9	17.0	12.3	38.6	19.0	12.2	47.5
Other -- Autre:												
1968	27,310	541.5	2,061.4	26,864	537.9	1,968.3	22,585	306.0	1,054.0	22,585	306.1	1,054.0
1969	35,904	708.2	2,464.0	33,086	705.8	2,299.6	19,587	237.8	856.3	19,587	237.8	856.3
% change -- variation %	31.5	30.8	19.5	23.2	31.2	16.8	- 13.3	- 22.3	- 18.8	- 13.3	- 22.3	- 18.8
Total International:												
1968	271,665	1,542.3	7,256.6	271,074	1,538.8	7,133.8	257,489	1,045.8	2,752.0	258,111	1,045.9	2,878.3
1969	313,732	2,287.7	9,506.3	308,566	2,285.3	9,113.3	294,615	1,068.7	3,208.9	299,868	1,071.8	3,546.6
% change -- variation %	15.5	48.3	31.0	13.8	48.5	27.7	14.4	2.2	16.6	16.2	2.5	23.2
All services -- Tous les services:												
1968	974,929	7,232.8	30,905.3	965,503	6,921.3	29,104.3	979,604	6,407.3	27,509.7	989,030	6,718.8	29,310.5
1969	1,144,541	9,320.7	34,359.0	1,125,645	9,156.4	33,555.3	1,122,357	7,870.7	30,651.8	1,141,253	8,035.0	31,455.6
% change -- variation %	17.4	28.9	11.2	16.6	32.3	15.3	14.6	22.8	11.4	15.4	19.6	7.3

Note: Additions for mail and cargo may not balance due to rounding.
Nota: Les additions du courrier et des marchandises peuvent être inexactes parce que les chiffres sont arrondis.

WINNIPEG INTERNATIONAL AIRPORT AÉROPORT INTERNATIONAL DE WINNIPEG

Scheduled International and Mainline Domestic Traffic

Trafic international à horaire fixe et trafic intérieur de ligne principale

Period covered - - période	Arriving load - - Charge à l'arrivée			Deplaned load - - Charge débarquée			Enplaned load - - Charge embarquée			Departing load - - Charge au départ		
January 1 to December 31 - - 1er janvier au 31 décembre	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises
		thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres	
Domestic -- Intérieur:												
1968	677,277	9,743.9	34,296.5	464,270	4,028.1	15,945.0	458,163	3,674.2	11,506.7	670,983	9,401.1	29,872.8
1969	690,454	10,148.7	30,622.6	492,680	6,145.5	17,037.0	492,212	5,185.0	14,076.2	690,046	9,199.7	27,726.5
% change -- variation %	1.9	4.2	- 10.7	6.1	52.6	6.8	7.4	41.1	22.3	2.8	- 2.2	- 7.2
International:												
Transborder -- Transfrontalier:												
1968	55,411	547.4	2,073.0	55,411	547.4	2,073.0	58,249	200.3	306.7	58,249	200.3	306.7
1969	64,513	976.5	2,558.8	64,513	976.5	2,558.8	67,273	170.7	571.0	67,273	170.7	571.0
% change -- variation %	16.4	78.4	23.4	16.4	78.4	23.4	15.5	- 14.5	86.2	15.5	- 14.5	86.2
Other -- Autre:												
1968	8,796	25.8	195.7	6,954	9.5	153.6	5,542	7.8	36.1	7,571	13.0	63.8
1969	7,937	40.8	245.5	4,679	14.0	145.0	4,190	8.0	21.8	7,388	23.5	57.6
% change -- variation %	- 9.8	58.1	25.4	- 32.7	47.4	- 5.6	- 24.4	2.6	- 39.6	- 2.4	80.8	- 9.7
Total International:												
1968	64,207	573.2	2,268.7	62,365	556.9	2,226.6	63,791	208.1	342.8	65,820	213.3	370.5
1969	72,450	1,017.3	2,804.3	69,192	990.5	2,703.8	71,463	178.7	592.8	74,661	194.2	628.6
% change -- variation %	12.8	77.5	23.6	10.9	77.9	21.4	12.0	- 14.1	72.9	13.4	- 9.0	69.7
All services -- Tous les services:												
1968	741,484	10,317.1	36,565.2	526,635	4,584.9	18,171.6	521,954	3,882.2	11,849.5	736,803	9,614.5	30,243.2
1969	762,904	11,166.1	33,426.9	561,872	7,136.0	19,740.8	563,675	5,363.7	14,669.0	764,707	9,393.9	28,355.1
% change -- variation %	2.9	8.2	- 8.6	6.7	55.6	8.6	8.0	38.2	23.8	3.8	- 2.3	- 6.3

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Vol. 2 No. 21
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May 1970 mai
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behalf of the Department of Transport and the Canadian Transport Commission
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ur le Ministère des Transports et la Commission canadienne des transports

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Notes - explicatives - Tableaux de l'activité des aéroports

1. Les données ont trait aux vols réguliers sur les lignes internationales et sur les grandes lignes intérieures. Les données sur les affrètements ne sont pas comprises dans les tableaux.

2. Les données sur les vols internationaux ont été recueillies par voie de recensement. Les données sur les vols intérieurs ont été réunies à partir d'un échantillon de 15 p. 100 et d'un recensement. L'échantillon est choisi de façon à ce que chaque jour de la semaine soit observé deux fois par trimestre et qu'il y ait au moins un jour-échantillon par semaine.

3. Les "marchandises" comprennent les messageries et le fret.

4. Il peut y avoir absense de concordance dans les lignes horizontales des rubriques "vols intérieurs", "vols transfrontaliers" et "autres vols internationaux" car ces vols peuvent changer de catégorie lors d'une escale. Les catégories sont établies, selon le cas, en fonction du dernier arrêt avant l'atterrissage ou du premier arrêt après le départ. Prenons l'exemple d'un vol Calgary-Londres avec escale à Winnipeg. Le vol Calgary-Winnipeg serait classé comme "vol intérieur", et le trajet Winnipeg-Londres comme "autre vol international".

5. Lorsque le numéro de vol est modifié à un aéroport, le contenu de l'aéronef (voyageurs et cargaison) est considéré comme étant arrivé à destination et débarqué.

6. Tous les vols en provenance et à destination de l'Alaska entrent dans la catégorie "vols transfrontaliers". Depuis 1968, les données sur les vols en provenance ou à destination des îles Hawaii sont comprises dans la même catégorie.

Scheduled International and Mainline Domestic Traffic

Trafic international à horaire fixe et trafic intérieur de ligne principale

Period covered - - période	Arriving load - - Charge à l'arrivée			Deplaned load - - Charge débarquée			Enplaned load - - Charge embarquée			Departing load - - Charge au départ		
January 1 to December 31 / 1er janvier au 31 décembre	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises
		thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres	
Domestic -- Intérieur:												
1968	560,864	5,005.9	14,733.4	421,988	2,167.1	7,658.1	415,641	2,046.7	2,567.6	554,128	4,840.3	9,636.9
1969	631,890	4,896.7	17,659.0	470,681	3,081.0	9,421.7	471,445	2,473.4	3,003.2	633,580	4,225.0	11,102.5
% change -- variation %	12.7	- 2.2	19.9	11.5	42.2	23.0	13.4	20.8	17.0	14.3	- 12.7	15.2
International:												
Transborder -- Transfrontalier:												
1968	35,684	132.3	1,034.9	35,684	132.3	1,034.9	38,312	68.1	196.0	38,312	68.1	196.0
1969	55,241	487.9	1,832.5	54,547	486.9	1,783.4	56,986	104.2	346.7	56,986	104.2	346.7
% change -- variation %	54.8	268.8	77.1	54.8	268.0	72.3	48.7	53.0	76.9	48.7	53.0	76.9
Other -- Autre:												
1968	8,347	29.2	253.4	4,163	2.1	51.9	2,625	1.9	12.9	7,198	75.3	220.4
1969	7,291	20.9	202.9	2,894	1.4	50.6	3,126	4.3	12.4	7,291	88.8	351.8
% change -- variation %	- 12.7	- 28.4	- 19.9	- 30.5	- 33.3	- 2.5	19.1	126.3	- 3.9	1.3	17.9	59.6
Total International:												
1968	44,031	161.5	1,288.3	39,847	134.4	1,086.9	40,937	71.0	208.9	45,510	143.4	416.4
1969	62,532	508.8	2,035.4	57,441	488.3	1,834.0	60,112	108.5	359.1	64,277	193.0	698.5
% change -- variation %	42.0	215.0	58.0	44.2	263.3	68.7	46.8	52.8	71.9	41.2	34.6	67.7
All services -- Tous les services:												
1968	604,895	5,167.4	16,021.7	461,835	2,301.5	8,744.9	456,578	2,117.7	2,776.5	599,638	4,983.7	10,053.3
1969	694,422	5,405.5	19,694.4	528,122	3,569.3	11,253.7	531,557	2,581.9	3,362.3	697,857	4,418.0	11,801.0
% change -- variation %	14.8	4.6	22.9	14.4	55.1	28.7	16.4	21.9	21.1	16.4	- 11.4	17.4

Note: Additions for mail and cargo may not balance due to rounding.
Nota: Les additions du courrier et des marchandises peuvent être inexactes parce que les chiffres sont arrondis.

EDMONTON INTERNATIONAL AIRPORT AÉROPORT INTERNATIONAL D'EDMONTON

Scheduled International and Mainline Domestic Traffic

Trafic international à horaire fixe et trafic intérieur de ligne principale

Period covered - - période January 1 to December 31 - - 1er janvier au 31 décembre	Arriving load - - Charge à l'arrivée			Deplaned load - - Charge débarquée			Enplaned load - - Charge embarquée			Departing load - - Charge au départ		
	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises
		thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres	
Domestic -- Intérieur:												
1968	335,516	5,413.9	21,133.8	257,920	2,722.3	10,820.3	253,434	2,067.6	2,611.4	332,782	4,744.8	12,749.0
1969	348,665	6,593.8	19,595.1	256,958	3,321.7	9,667.4	269,836	2,766.9	3,216.7	362,557	6,017.3	13,093.1
% change -- variation %	3.9	21.8	- 7.3	- 0.4	22.0	- 10.7	6.3	33.8	23.2	8.9	26.8	2.7
International:												
Transborder -- Transfrontalier:												
1968	-	-	-	-	-	-	-	-	-	-	-	-
1969	-	-	-	-	-	-	-	-	-	-	-	-
% change -- variation %	-	-	-	-	-	-	-	-	-	-	-	-
Other -- Autre:												
1968	17,051	20.4	267.2	5,436	1.9	50.6	5,379	8.3	35.6	15,242	41.1	428.0
1969	17,142	27.2	455.1	5,760	4.3	91.5	4,948	8.0	51.2	15,316	52.9	466.0
% change -- variation %	0.5	33.3	70.3	6.0	126.3	80.8	- 8.0	- 3.6	43.8	0.5	28.7	8.9
Total International:												
1968	17,051	20.4	267.2	5,436	1.9	50.6	5,379	8.3	35.6	15,242	41.1	428.0
1969	17,142	27.2	455.1	5,760	4.3	91.5	4,948	8.0	51.2	15,316	52.9	466.0
% change -- variation %	0.5	33.3	70.3	6.0	126.3	80.8	- 8.0	- 3.6	43.8	0.5	28.7	8.9
All services -- Tous les services:												
1968	352,567	5,434.3	21,401.0	263,356	2,724.2	10,870.9	258,813	2,075.9	2,647.0	348,024	4,785.9	13,177.0
1969	365,807	6,621.0	20,050.2	262,718	3,326.0	9,758.9	274,784	2,774.9	3,267.9	377,873	6,070.2	13,559.1
% change -- variation %	3.8	21.8	- 6.3	- 0.3	22.1	- 10.2	6.2	33.7	23.5	8.6	26.8	2.9

Note: Additions for mail and cargo may not balance due to rounding

Scheduled International and Mainline Domestic Traffic

Trafic international à horaire fixe et trafic intérieur de ligne principale

Period covered - - période January 1 to December 31 - - 1er janvier au 31 décembre	Arriving load - - Charge à l'arrivée			Deplaned load - - Charge débarquée			Enplaned load - - Charge embarquée			Departing load - - Charge au départ		
	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises
		thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres	
Domestic -- Intérieur:												
1968	85,808	1,524.1	7,750.3	33,047	215.1	3,763.4	33,889	203.0	631.6	87,086	1,476.9	3,438.9
1969	79,683	1,451.2	4,282.1	29,522	227.0	1,273.4	30,676	189.7	628.4	82,103	1,419.1	3,789.9
% change -- variation %	- 7.1	- 4.7	- 44.8	- 10.7	5.5	- 65.3	- 9.5	- 6.6	- 0.5	- 5.7	- 3.9	10.2
International:												
Transborder -- Transfrontalier:												
1968	-	-	-	-	-	-	-	-	-	-	-	-
1969	-	-	-	-	-	-	-	-	-	-	-	-
% change -- variation %	-	-	-	-	-	-	-	-	-	-	-	-
Other -- Autre:												
1968	8,499	2.3	260.8	4,378	2.2	16.0	4,025	-	22.1	7,710	35.2	1,446.5
1969	10,329	20.3	384.8	4,627	4.7	27.2	4,531	0.1	4.4	8,967	10.4	209.2
% change -- variation %	21.5	782.6	47.5	5.7	113.6	70.0	12.6	-	- 80.1	16.3	- 70.5	- 85.5
Total International:												
1968	8,499	2.3	260.8	4,378	2.2	16.0	4,025	-	22.1	7,710	35.2	1,446.5
1969	10,329	20.3	384.8	4,627	4.7	27.2	4,531	0.1	4.4	8,967	10.4	209.2
% change -- variation %	21.5	782.6	47.5	5.7	113.6	70.0	12.6	-	- 80.1	16.3	- 70.5	- 85.5
All services -- Tous les services:												
1968	94,307	1,526.4	8,011.1	37,425	217.3	3,779.4	37,914	203.0	653.7	94,796	1,512.1	4,885.4
1969	90,012	1,471.5	4,666.9	34,149	231.7	1,300.6	35,207	189.9	632.9	91,070	1,429.5	3,999.1
% change -- variation %	- 4.6	- 3.6	- 41.8	- 8.8	6.6	- 65.6	- 7.1	- 6.5	- 3.2	- 3.9	- 5.5	- 18.2

Note: Additions for mail and cargo may not balance due to rounding.
Nota: Les additions du courrier et des marchandises peuvent être inexactes parce que les chiffres sont arrondis.

HALIFAX INTERNATIONAL AIRPORT AÉROPORT INTERNATIONAL D'HALIFAX

Scheduled International and Mainline Domestic Traffic

Trafic international à horaire fixe et trafic intérieur de ligne principale

Period covered - - période	Arriving load - - Charge à l'arrivée			Deplaned load - - Charge débarquée			Enplaned load - - Charge embarquée			Departing load - - Charge au départ		
January 1 to December 31 / 1er janvier au 31 décembre	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises
		thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres	
Domestic -- Intérieur:												
1968	315,161	2,547.2	12,367.3	240,807	1,529.7	5,757.8	243,926	949.2	3,741.9	320,106	1,950.2	10,409.2
1969	334,258	2,725.6	10,563.6	253,606	1,726.6	6,727.0	252,274	1,131.9	4,334.7	333,102	2,112.5	8,346.3
% change -- variation %	6.1	7.0	- 14.6	5.3	12.9	16.8	3.4	19.2	15.8	4.1	8.3	- 19.8
International:												
Transborder -- Transfrontalier:												
1968	26,068	14.5	360.4	22,566	12.9	341.9	21,167	22.2	72.7	22,528	24.9	72.9
1969	28,170	23.7	434.0	27,871	22.5	431.5	26,968	31.9	123.1	26,968	31.9	123.1
% change -- variation %	8.1	63.4	20.4	23.5	74.4	26.2	27.4	43.7	69.3	19.7	28.1	68.9
Other -- Autre:												
1968	9,649	4.9	228.1	8,311	2.9	84.7	8,067	63.9	71.8	9,720	81.4	175.4
1969	9,499	3.6	336.1	8,925	2.3	91.4	8,311	61.3	151.0	9,008	81.9	223.2
% change -- variation %	- 1.6	- 26.5	47.3	7.4	- 20.7	7.9	3.0	- 4.1	110.3	- 7.3	0.6	27.3
Total International:												
1968	35,717	19.4	588.5	30,877	15.8	426.6	29,234	86.1	144.5	32,248	106.3	248.3
1969	37,669	27.3	770.1	36,796	24.8	522.9	35,279	93.2	274.1	35,976	113.8	346.3
% change -- variation %	5.5	40.7	30.9	19.2	57.0	22.6	20.7	8.2	89.7	11.6	7.1	39.5
All services -- Tous les services:												
1968	350,878	2,566.6	12,955.8	271,684	1,545.5	6,184.4	273,160	1,035.3	3,886.3	352,354	2,056.4	10,657.5
1969	371,927	2,752.9	11,333.7	290,402	1,751.4	7,249.9	287,553	1,225.1	4,608.8	369,078	2,226.4	8,692.6
% change -- variation %	6.0	7.3	- 12.5	6.9	13.3	17.2	5.3	18.3	18.6	4.7	8.3	- 18.4

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Government Publications

Service BULLETIN de service

275 SLATER, OTTAWA 4, ONTARIO

Aviation Statistics Centre/Centre des statistiques de l'aviation

Vol. 2, No. 22
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May 1970 mai
Preliminary -- Préliminaire

Airport Activity

This bulletin is another of a revised series in which data for the current year will be compared to that for the same period last year, at twenty-five of the top airports in Canada.

In this instance the period covered is 1968 and 1969.

A strike, which closed down Air Canada's operations from April 21 until May 20, had a significant impact on the 1969 figures.

Effective September 1, 1968 all 1st Class mail from the United States to Canada was shipped by air rather than by surface transportation. This is another factor to consider in comparing figures for the two years.

Inquiries relating to the data may be directed to the Aviation Statistics Centre, (D.B.S.), Ottawa 4, Ontario. Attention: Mr. G.C. Coleman, or Mr. J.E. Berg (Telephone 613-992-2332).

Activité des aéroports

Le présent bulletin est un autre dans une série revisée qui contiendra les données de l'année en cours et de l'année précedente sur l'activité de vingt-cinq des plus importants aéroports du Canada.

La présente édition porte sur les années 1968 et 1969.

Une grève, qui a interrompu l'exploitation d'Air Canada du 21 avril au 20 mai, a eu une grande répercussion sur les résultats de 1969.

Depuis le 1er septembre 1968, tout le courrier de première classe expédié des États-Unis au Canada est transporté par voie aérienne plutôt que terrestre. Ceci est un autre facteur à considérer dans la comparaison des chiffres pour les deux années.

Adresser toute demande de renseignements sur les données du présent bulletin au Centre des statistiques de l'aviation, (B.F.S.), Ottawa 4, Ontario. Attention: M. G.C. Coleman ou M. J.E. Berg, (Téléphone 613-992-2332).

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oduced by the Aviation Statistics Centre, Transportation and Public Utilities Division, Dominion Bureau of Statistics,
behalf of the Department of Transport and the Canadian Transport Commission
édigé par le Centre des statistiques de l'aviation, Division des transports et des services d'utilité publique, Bureau fédéral de la statistique,
our le Ministère des Transports et la Commission canadienne des transports

Explanatory Notes - Airport Activity Tables

1. The data refers to regularly scheduled international and mainline domestic flights. Data concerning charter flights have not been included in the tables.

2. The data concerning international flights were collected on a census basis. Data concerning domestic flights were collected on a mixed 15 per cent sample and census basis. The sample is such that each day of the week is sampled twice each quarter, and there is at least one sample day in each week.

3. Cargo has been considered as express and freight.

4. The tables will not balance horizontally within the traffic categories which are "Domestic", "Transborder", and "Other International". This is because the intransit load may arrive at a station under one category, and depart under another. The traffic categories are derived by allocating the traffic according to the last stop made before arrival and the next stop planned after departure. For example, consider a flight from Calgary to London, England via Winnipeg. The arrival at Winnipeg, from Calgary would be classed as a "Domestic" arrival, and the departure from Winnipeg to London, England would be considered an "Other International" departure.

5. At airports where flight numbers changed, all traffic on board was reported deplaned as well as arrived.

6. All flights to and from Alaska have been considered under the category "International, Transborder". Beginning with 1968 data, flights to and from Hawaii have been included under the traffic category "International, Transborder".

Notes - explicatives - Tableaux de l'activité des aéroports

1. Les données ont trait aux vols réguliers sur les lignes internationales et sur les grandes lignes intérieures. Les données sur les affrètements ne sont pas comprises dans les tableaux.

2. Les données sur les vols internationaux ont été recueillies par voie de recensement. Les données sur les vols intérieurs ont été réunies à partir d'un échantillon de 15 p. 100 et d'un recensement. L'échantillon est choisi de façon à ce que chaque jour de la semaine soit observé deux fois par trimestre et qu'il y ait au moins un jour-échantillon par semaine.

3. Les "marchandises" comprennent les messageries et le fret.

4. Il peut y avoir absence de concordance dans les lignes horizontales des rubriques "vols intérieurs", "vols transfrontaliers" et "autres vols internationaux" car ces vols peuvent changer de catégorie lors d'une escale. Les catégories sont établies, selon le cas, en fonction du dernier arrêt avant l'atterrissage ou du premier arrêt après le départ. Prenons l'exemple d'un vol Calgary-Londres avec escale à Winnipeg. Le vol Calgary-Winnipeg serait classé comme "vol intérieur", et le trajet Winnipeg-Londres comme "autre vol international".

5. Lorsque le numéro de vol est modifié à un aéroport, le contenu de l'aéronef (voyageurs et cargaison) est considéré comme étant arrivé à destination et débarqué.

6. Tous les vols en provenance et à destination de l'Alaska entrent dans la catégorie "vols transfrontaliers". Depuis 1968, les données sur les vols en provenance ou à destination des îles Hawaii sont comprises dans la même catégorie.

Scheduled International and Mainline Domestic Traffic

Trafic international à horaire fixe et trafic intérieur de ligne principale

Period covered - - période	Arriving load - - Charge à l'arrivée			Deplaned load - - Charge débarquée			Enplaned load - - Charge embarquée			Departing load - - Charge au départ		
January 1 to December 31 / 1er janvier au 31 décembre	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises
		thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres	
Domestic -- Intérieur:												
1968	73,630	304.0	979.1	57,084	174.8	846.9	55,955	537.0	765.7	74,267	620.1	1,344.1
1969	87,140	188.0	717.8	68,674	77.1	457.9	64,440	679.2	686.4	84,169	762.2	1,707.9
% change -- variation %	18.3	- 38.2	- 26.7	20.3	- 55.9	- 45.9	15.2	26.5	- 10.4	13.3	22.9	27.1
International:												
Transborder -- Transfrontalier:												
1968	20,736	95.6	965.5	10,507	16.6	351.9	8,491	17.7	65.8	16,954	143.0	233.2
1969	19,898	73.6	1,261.6	9,609	9.5	318.1	7,916	19.1	52.3	16,942	111.0	234.3
% change -- variation %	- 4.1	- 23.0	30.7	- 8.6	- 42.8	- 9.6	- 6.8	7.9	- 20.5	- 0.1	- 22.4	0.5
Other -- Autre:												
1968	-	-	-	-	-	-	-	-	-	-	-	-
1969	-	-	-	-	-	-	-	-	-	-	-	-
% change -- variation %	-	-	-	-	-	-	-	-	-	-	-	-
Total International:												
1968	20,736	95.6	965.5	10,507	16.6	351.9	8,491	17.7	65.8	16,954	143.0	233.2
1969	19,898	73.6	1,261.6	9,609	9.5	318.1	7,916	19.1	52.3	16,942	111.0	234.3
% change -- variation %	- 4.1	- 23.0	30.7	- 8.6	- 42.8	- 9.6	- 6.8	7.9	- 20.5	- 0.1	- 22.4	0.5
All services -- Tous les services:												
1968	94,366	399.6	1,944.6	67,591	191.4	1,198.8	64,446	554.7	831.5	91,221	763.1	1,577.3
1969	107,038	261.6	1,979.4	78,283	86.6	776.0	72,356	698.3	738.7	101,111	873.2	1,942.2
% change -- variation %	13.4	- 34.5	1.8	15.8	- 54.8	- 35.3	12.3	25.9	- 11.2	11.1	14.4	23.1

Note: Additions for mail and cargo may not balance due to rounding.
Nota: Les additions du courrier et des marchandises peuvent être inexactes parce que les chiffres sont arrondis.

OTTAWA INTERNATIONAL AIRPORT AÉROPORT INTERNATIONAL D'OTTAWA

Scheduled International and Mainline Domestic Traffic

Trafic international à horaire fixe et trafic intérieur de ligne principale

Period covered - - période	Arriving load - - Charge à l'arrivée			Deplaned load - - Charge débarquée			Enplaned load - - Charge embarquée			Departing load - - Charge au départ		
January 1 to December 31 - - 1er janvier au 31 décembre	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises
		thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres	
Domestic -- Intérieur:												
1968	449,626	6,498.2	10,229.0	328,397	2,639.4	3,567.0	320,542	2,829.1	1,801.5	441,914	6,677.6	8,471.2
1969	495,927	7,447.4	8,725.0	351,556	3,403.3	3,791.3	345,639	3,709.7	1,735.2	492,075	7,760.3	6,577.6
% change -- variation %	10.3	14.6	- 14.7	7.1	28.9	6.3	7.8	31.1	- 3.7	11.4	16.2	- 22.4
International:												
Transborder -- Transfrontalier:												
1968	12,125	24.2	215.3	9,505	13.9	163.1	8,900	11.4	189.3	11,377	32.0	233.8
1969	17,585	39.0	406.3	11,840	13.6	285.3	10,911	12.1	211.9	14,591	30.9	424.3
% change -- variation %	45.0	61.2	88.7	24.6	- 2.2	74.9	22.6	6.1	11.9	28.2	- 3.4	81.5
Other -- Autre:												
1968	-	-	-	-	-	-	-	-	-	-	-	-
1969	-	-	-	-	-	-	-	-	-	-	-	-
% change -- variation %	-	-	-	-	-	-	-	-	-	-	-	-
Total International:												
1968	12,125	24.2	215.3	9,505	13.9	163.1	8,900	11.4	189.3	11,377	32.0	233.8
1969	17,585	39.0	406.3	11,840	13.6	285.3	10,911	12.1	211.9	14,591	30.9	424.3
% change -- variation %	45.0	61.2	88.7	24.6	- 2.2	74.9	22.6	6.1	11.9	28.2	- 3.4	81.5
All services -- Tous les services:												
1968	461,751	6,522.4	10,444.3	337,902	2,653.3	3,730.1	329,442	2,840.5	1,990.8	453,291	6,709.6	8,705.0
1969	513,512	7,486.4	9,131.3	363,396	3,416.9	4,076.6	356,550	3,721.8	1,947.1	506,666	7,791.2	7,001.9
% change -- variation %	11.2	14.8	- 12.6	7.5	28.8	9.3	8.2	31.0	- 22.0	11.8	16.1	- 19.6

Note: Additions for mail and cargo may not balance due to rounding

Scheduled International and Mainline Domestic Traffic

Trafic international à horaire fixe et trafic intérieur de ligne principale

Period covered - - période	Arriving load - - Charge à l'arrivée			Deplaned load - - Charge débarquée			Enplaned load - - Charge embarquée			Departing load - - Charge au départ		
January 1 to December 31 / 1er janvier au 31 décembre	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises
		thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres	
Domestic -- Intérieur:												
1968	138,369	771.4	3,258.9	62,050	271.7	1,073.1	61,006	241.8	795.4	135,026	736.6	3,064.5
1969	116,229	668.1	2,821.1	57,934	253.7	1,049.9	56,759	287.5	1,020.6	114,753	704.3	2,809.6
% change -- variation %	- 16.0	- 13.4	- 13.4	- 6.6	- 6.6	- 2.2	- 7.0	18.9	28.3	- 15.0	- 4.4	- 8.3
International:												
Transborder -- Transfrontalier:												
1968	11,426	5.9	148.9	5,072	2.5	48.9	4,452	4.0	11.4	13,105	12.3	28.2
1969	11,443	15.3	143.3	4,335	7.9	37.6	3,998	2.6	30.4	11,407	7.6	118.3
% change -- variation %	0.1	159.3	- 3.8	- 14.5	216.0	- 23.1	- 10.2	- 35.0	166.7	- 13.0	- 38.2	319.5
Other -- Autre:												
1968	-	-	-	-	-	-	-	-	-	-	-	-
1969	-	-	-	-	-	-	-	-	-	-	-	-
% change -- variation %	-	-	-	-	-	-	-	-	-	-	-	-
Total International:												
1968	11,426	5.9	148.9	5,072	2.5	48.9	4,452	4.0	11.4	13,105	12.3	28.2
1969	11,443	15.3	143.3	4,335	7.9	37.6	3,998	2.6	30.4	11,407	7.6	118.3
% change -- variation %	0.1	159.3	- 3.8	- 14.5	216.0	- 23.1	- 10.2	- 35.0	166.7	- 13.0	- 38.2	319.5
All services -- Tous les services:												
1968	149,795	777.3	3,407.8	67,122	274.2	1,122.0	65,458	245.8	806.8	148,131	748.9	3,092.7
1969	127,672	683.4	2,964.4	62,269	261.6	1,087.5	60,757	290.1	1,051.0	126,160	711.9	2,927.9
% change -- variation %	- 14.8	- 12.1	- 13.0	- 7.2	- 4.6	- 3.1	- 7.2	18.0	30.3	- 14.8	- 5.0	- 5.3

Note: Additions for mail and cargo may not balance due to rounding.
Nota: Les additions du courrier et des marchandises peuvent être inexactes parce que les chiffres sont arrondis.

THUNDER BAY AIRPORT (formerly Lakehead) AÉROPORT DE THUNDER BAY (anciennement Lakehead)

Scheduled International and Mainline Domestic Traffic

Trafic international à horaire fixe et trafic intérieur de ligne principale

Period covered - - période	Arriving load - - Charge à l'arrivée			Deplaned load - - Charge débarquée			Enplaned load - - Charge embarquée			Departing load - - Charge au départ		
January 1 to December 31 / 1er janvier au 31 décembre	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises
		thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres	
Domestic -- Intérieur:												
1968	79,504	565.4	3,299.3	70,656	433.3	1,436.8	72,447	271.9	476.0	81,295	404.1	2,338.4
1969	84,966	554.9	2,575.1	76,575	434.6	1,807.5	78,612	269.1	542.1	87,003	389.3	1,309.7
% change -- variation %	6.9	- 1.9	- 22.0	8.4	0.3	25.8	8.5	- 1.0	13.9	7.0	- 3.7	- 44.0
International:												
Transborder -- Transfrontalier:												
1968	3,339	2.8	126.4	3,339	2.8	126.4	3,892	2.4	30.1	3,892	2.4	30.1
1969	3,934	2.9	201.8	3,934	2.9	201.8	4,176	3.0	37.6	4,176	3.0	37.6
% change -- variation %	17.8	3.6	59.7	17.8	3.6	59.7	7.3	25.0	24.9	7.3	25.0	24.9
Other -- Autre:												
1968	-	-	-	-	-	-	-	-	-	-	-	-
1969	-	-	-	-	-	-	-	-	-	-	-	-
% change -- variation %	-	-	-	-	-	-	-	-	-	-	-	-
Total International:												
1968	3,339	2.8	126.4	3,339	2.8	126.4	3,892	2.4	30.1	3,892	2.4	30.1
1969	3,934	2.9	201.8	3,934	2.9	201.8	4,176	3.0	37.6	4,176	3.0	37.6
% change -- variation %	17.8	3.6	59.7	17.8	3.6	59.7	7.3	25.0	24.9	7.3	25.0	24.9
All services -- Tous les services:												
1968	82,843	568.2	3,425.7	73,995	436.1	1,563.2	76,339	274.3	506.1	85,187	406.5	2,368.5
1969	88,900	557.8	2,776.9	80,509	437.5	2,009.3	82,788	272.1	579.7	91,179	392.4	1,347.3
% change -- variation %	7.3	- 1.8	- 18.9	8.8	0.3	28.5	8.4	- 0.8	14.5	7.0	- 3.5	- 43.1

Note: Additions for mail and cargo may not balance due to roundings

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Aviation Statistics Centre/Centre des statistiques de l'aviation

Vol. 2, No. 23
ASC-SB-2-7

May 1970 mai
Preliminary -- Préliminaire

Airport Activity

This bulletin is another of a revised series in which data for the current year will be compared to that for the same period last year, at twenty-five of the top airports in Canada.

In this instance the period covered is 1968 and 1969.

A strike, which closed down Air Canada's operations from April 21 until May 20, had a significant impact on the 1969 figures.

Effective September 1, 1968 all 1st Class mail from the United States to Canada was shipped by air rather than by surface transportation. This is another factor to consider in comparing figures for the two years.

Inquiries relating to the data may be directed to the Aviation Statistics Centre, (D.B.S.), Ottawa 4, Ontario. Attention: Mr. G.C. Coleman, or Mr. J.E. Berg, (Telephone 613-992-2332).

Activité des aéroports

Le présent bulletin est un autre dans une série revisée qui contiendra les données de l'année en cours et de l'année précedente sur l'activité de vingt-cinq des plus importants aéroports du Canada.

La présente édition porte sur les années 1968 et 1969.

Une grève, qui a interrompu l'exploitation d'Air Canada du 21 avril au 20 mai, a eu une grande répercussion sur les résultats de 1969.

Depuis le 1er septembre 1968, tout le courrier de première classe expédié des États-Unis au Canada est transporté par voie aérienne plutôt que terrestre. Ceci est un autre facteur à considérer dans la comparaison des chiffres pour les deux années.

Adresser toute demande de renseignements sur les données du présent bulletin au Centre des statistiques de l'aviation, (B.F.S.), Ottawa 4, Ontario. Attention: M. G.C. Coleman ou M. J.E. Berg, (Téléphone 613-992-2332).

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8705-501

duced by the Aviation Statistics Centre, Transportation and Public Utilities Division, Dominion Bureau of Statistics,
behalf of the Department of Transport and the Canadian Transport Commission
digé par le Centre des statistiques de l'aviation, Division des transports et des services d'utilité publique, Bureau fédéral de la statistique,
ur le Ministère des Transports et la Commission canadienne des transports

Explanatory Notes - Airport Activity Tables

1. The data refers to regularly scheduled international and mainline domestic flights. Data concerning charter flights have not been included in the tables.

2. The data concerning international flights were collected on a census basis. Data concerning domestic flights were collected on a mixed 15 per cent sample and census basis. The sample is such that each day of the week is sampled twice each quarter, and there is at least one sample day in each week.

3. Cargo has been considered as express and freight.

4. The tables will not balance horizontally within the traffic categories which are "Domestic", "Transborder", and "Other International". This is because the intransit load may arrive at a station under one category, and depart under another. The traffic categories are derived by allocating the traffic according to the last stop made before arrival and the next stop planned after departure. For example, consider a flight from Calgary to London, England via Winnipeg. The arrival at Winnipeg, from Calgary would be classed as a "Domestic" arrival, and the departure from Winnipeg to London, England would be considered an "Other International" departure.

5. At airports where flight numbers changed, all traffic on board was reported deplaned as well as arrived.

6. All flights to and from Alaska have been considered under the category "International, Transborder". Beginning with 1968 data, flights to and from Hawaii have been included under the traffic category "International, Transborder".

Notes - explicatives - Tableaux de l'activité des aéroports

1. Les données ont trait aux vols réguliers sur les lignes internationales et sur les grandes lignes intérieures. Les données sur les affrètements ne sont pas comprises dans les tableaux.

2. Les données sur les vols internationaux ont été recueillies par voie de recensement. Les données sur les vols intérieurs ont été réunies à partir d'un échantillon de 15 p. 100 et d'un recensement. L'échantillon est choisi de façon à ce que chaque jour de la semaine soit observé deux fois par trimestre et qu'il y ait au moins un jour-échantillon par semaine.

3. Les "marchandises" comprennent les messageries et le fret.

4. Il peut y avoir absence de concordance dans les lignes horizontales des rubriques "vols intérieurs", "vols transfrontaliers" et "autres vols internationaux" car ces vols peuvent changer de catégorie lors d'une escale. Les catégories sont établies, selon le cas, en fonction du dernier arrêt avant l'atterrissage ou du premier arrêt après le départ. Prenons l'exemple d'un vol Calgary-Londres avec escale à Winnipeg. Le vol Calgary-Winnipeg serait classé comme "vol intérieur", et le trajet Winnipeg-Londres comme "autre vol international".

5. Lorsque le numéro de vol est modifié à un aéroport, le contenu de l'aéronef (voyageurs et cargaison) est considéré comme étant arrivé à destination et débarqué.

6. Tous les vols en provenance et à destination de l'Alaska entrent dans la catégorie "vols transfrontaliers". Depuis 1968, les données sur les vols en provenance ou à destination des îles Hawaii sont comprises dans la même catégorie.

Scheduled International and Mainline Domestic Traffic

Trafic international à horaire fixe et trafic intérieur de ligne principale

Period covered - - période	Arriving load - - Charge à l'arrivée			Deplaned load - - Charge débarquée			Enplaned load - - Charge embarquée			Departing load - - Charge au départ		
January 1 to December 31 - - 1er janvier au 31 décembre	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises
		thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres	
Domestic -- Intérieur:												
1968	98,048	478.6	807.6	90,729	477.9	716.8	89,079	387.3	698.0	97,951	484.7	1,180.3
1969	93,349	567.6	762.6	85,956	566.6	648.7	80,968	439.6	525.8	89,981	533.3	1,004.9
% change -- variation %	- 4.8	18.6	-5.6	-5.3	18.6	- 9.5	- 9.1	13.5	- 24.7	- 8.1	10.0	- 14.9
International:												
Transborder -- Transfrontalier:												
1968	32,551	114.3	627.5	23,631	17.2	145.2	24,864	25.3	21.8	32,191	25.8	112.7
1969	30,628	113.6	591.1	21,615	20.0	111.8	22,837	22.0	18.6	30,230	22.7	132.5
% change -- variation %	- 5.9	- 0.6	- 5.8	- 8.5	16.3	- 23.0	- 8.2	- 13.1	- 14.7	- 6.1	- 12.0	17.6
Other -- Autre:												
1968	-	-	-	-	-	-	-	-	-	-	-	-
1969	-	-	-	-	-	-	-	-	-	-	-	-
% change -- variation %	-	-	-	-	-	-	-	-	-	-	-	-
Total International:												
1968	32,551	114.3	627.5	23,631	17.2	145.2	24,864	25.3	21.8	32,191	25.8	112.7
1969	30,628	113.6	591.1	21,615	20.0	111.8	22,837	22.0	18.6	30,230	22.7	132.5
% change -- variation %	- 5.9	- 0.6	- 5.8	- 8.5	16.3	- 23.0	- 8.2	- 13.1	- 14.7	- 6.1	- 12.0	17.6
All services -- Tous les services:												
1968	130,559	592.9	1,435.1	114,360	495.1	862.0	113,943	412.6	719.8	130,142	510.5	1,293.0
1969	123,977	681.2	1,353.7	107,571	586.6	760.5	103,805	461.6	544.4	120,211	556.0	1,137.4
% change -- variation %	- 5.1	14.9	- 5.7	- 5.9	18.5	- 11.8	- 8.9	11.9	- 24.4	- 7.6	8.9	- 12.0

Note: Additions for mail and cargo may not balance due to rounding.
Nota: Les additions du courrier et des marchandises peuvent être inexactes parce que les chiffres sont arrondis.

WINDSOR AIRPORT AÉROPORT DE WINDSOR

Scheduled International and Mainline Domestic Traffic

Trafic international à horaire fixe et trafic intérieur de ligne principale

Period covered - - période January 1 to December 31 / 1er janvier au 31 décembre	Arriving load - - Charge à l'arrivée			Deplaned load - - Charge débarquée			Enplaned load - - Charge embarquée			Departing load - - Charge au départ		
	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises
		thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres	
Domestic -- Intérieur:												
1968	85,268	305.7	1,348.8	81,084	280.4	1,065.2	79,915	314.1	3,023.8	84,383	324.8	3,227.9
1969	86,669	369.4	1,546.1	82,953	339.2	1,258.2	80,686	426.9	2,136.3	84,630	446.4	2,240.4
% change -- variation %	1.6	20.8	14.6	2.3	21.0	18.1	1.0	35.9	- 29.4	0.3	37.4	- 30.6
International:												
Transborder -- Transfrontalier:												
1968	-	-	-	-	-	-	-	-	-	-	-	
1969	-	-	-	-	-	-	-	-	-	-	-	-
% change -- variation %	-	-	-	-	-	-	-	-	-	-	-	-
Other -- Autre:												
1968	2,252	7.4	126.8	355	0.5	11.0	697	-	95.7	2,310	21.5	291.0
1969	2,844	16.4	103.3	610	0.3	6.0	470	1.1	133.3	2,476	27.8	414.5
% change -- variation %	26.3	121.6	- 18.5	71.8	- 40.0	- 45.5	- 32.6	-	39.3	7.2	29.3	42.4
Total International:												
1968	2,252	7.4	126.8	355	0.5	11.0	697	-	95.7	2,310	21.5	291.0
1969	2,844	16.4	103.3	610	0.3	6.0	470	1.1	133.3	2,476	27.8	414.5
% change -- variation %	26.3	121.6	- 18.5	71.8	- 40.0	- 45.5	- 32.6	-	39.3	7.2	29.3	42.4
All services -- Tous les services:												
1968	87,520	313.1	1,475.6	81,439	280.9	1,076.2	80,612	314.1	3,119.5	86,693	346.3	3,518.9
1969	89,513	385.8	1,649.4	83,563	339.5	1,264.2	81,156	428.0	2,269.6	87,106	474.2	2,654.9
% change -- variation %	2.3	23.2	11.8	2.6	20.9	17.5	0.7	36.3	- 27.3	0.5	36.9	- 24.6

Note: Additions for mail and cargo may not balance due to rounding.

Note: Les additions du courrier et des marchandises peuvent [illegible]

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Aviation Statistics Centre/Centre des statistiques de l'aviation

Vol. 2, No. 24
ASC-SB-4-9

June 1970 juin

Aircraft Fleet
Canadian Commercial Air Carriers
as of January 15, 1970

Fleet Reports from all Canadian companies licensed to perform commercial air services have been compiled and tabulated. The numbers shown represent the number of aircraft with certificates of airworthiness which were available for commercial air services on January 15, 1970.

It should be noted that a new weight category has been introduced. In the previous Service Bulletin dealing with Aircraft Fleet, (Vol. 1, No. 58) Weight Group "A" included all aircraft above 18,000 lbs. gross take-off weight. In this issue, Weight Group "A" refers only to aircraft in the 18,001-35,000 lb. category. Aircraft heavier than 35,000 lbs. are now shown as being in Weight Group "AA".

Inquiries concerning the information shown should be direct to the Aviation Statistics Centre, Attention: Mr. K.J. Marks (Telephone 992-2957).

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Flotte aérienne
de transport commercial du Canada
15 janvier 1970

La flotte aérienne de l'ensemble des sociétés canadiennes autorisées à faire le transport commercial aérien a été recensée et mise en tableau. Le nombre d'avions indiqué est celui des appareils ayant un certificat de navigabilité valable au 15 janvier 1970.

Il convient d'observer qu'une nouvelle catégorie de poids est ajoutée. Dans le Bulletin de service précédent concernant la flotte aérienne (vol. 1, nº 58), le groupe de poids "A" comprend tous les aéronefs de plus de 18,000 livres de poids brut au départ. Dans le présent bulletin, le groupe de poids "A" ne comprend que les aéronefs de 18,001 à 35,000 livres. Toutefois, la catégorie d'aéronefs dépassant les 35,000 livres est classée dans le groupe de poids "AA".

Adresser demande de renseignements supplémentaires au Centre des statistiques de l'aviation, Attention: M. K.J. Marks, (Téléphone 992-2957).

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8705-501

Produced by the Aviation Statistics Centre, Transportation and Public Utilities Division, Dominion Bureau of Statistics, on behalf of the Department of Transport and the Canadian Transport Commission
Rédigé par le Centre des statistiques de l'aviation, Division des transports et des services d'utilité publique, Bureau fédéral de la statistique, pour le Ministère des Transports et la Commission canadienne des transports

Table 1. Group AA Fixed-Wing Aircraft

Tableau 1. Avions à voilure fixe du groupe AA

Manufacturer - - Constructeur	Model - - Type	Number - - Nombre
Hawker Siddley	748	1
BAC	111	2
Bristol	170	4
Boeing	B17	1
	707 712 series -- série	2
	707 732 series -- série	2
	737	13
Convair	440	3
	640	3
Curtiss	C46	4
Dart Herald		3
Douglas	DC 4 including Carvair	15
	DC 6	3
	DC 6B	4
	DC 8 40 series -- série	16
	DC 8 50 series -- série	10
	DC 8 60 series -- série	17
	DC 9 30 series -- série	33
Fairchild	F27	6
Lockheed	Hercules	3
Martin	Mars	2
Viscount	700 series -- série	37
Vanguard	950	12
Nihon	YS11	2
Total		198

Table 2. Group A Fixed-Wing Aircraft

Tableau 2. Avions à voilure fixe du groupe A

Manufacturer - - Constructeur	Model - - Type	Number - - Nombre
Consolidated	Canso	24
Douglas	DC 3	57
Dassault & Sud Aviation	Falcon Fan Jet	1
Grumman	Gulfstream G159	2
Hawker Siddley	DH 125	3
Lockheed	18	5
Nord	262	3
Total		95

Table 3. Group B Fixed-Wing Aircraft

Tableau 3. Avions à voilure fixe du groupe B

Manufacturer - - Constructeur	Model - - Type	Number - - Nombre
North American Rockwell	Jet Commander 1121	5
	Aero Commander 500	3
	Aero Commander 560	1
	Aero Commander 680	14
Anson	MK5	2
Beech	AT-11	1
	C 45	18
	23 Musketeer	1
	35 Bonanza	3
	Twin Bonanza	1
	Baron 55	1
	Queen Air 65	2
	18S	62
	Queen Air 80	2
	King Air 90	1
	Travel Air 95	14
Barkley Grow	T8P1	1
Bellanca	Skyrocket	2
	Aircruiser	1
Britten-Norman	Islander	1
Boeing	Stearman	15
Callair	Super Cadet	3
	A-7	6
Cessna	180	259
	182	15
	185	89
	188	4
	195	2
	205	1
	206	29
	210	5
	305	2
	310	17
	320	4
	337	10
	401	2
	402	6
	411	2
	421	2
De Havilland	Beaver	167
	Otter	61
	Twin Otter	17
Dornier	28	4
Helio	Super Courrier	2
Fairchild	Husky	4
Found Bros.	FBA2C	14

Table 3. Group B Fixed-Wing Aircraft - Concluded

Tableau 3. Avions à voilure fixe du groupe B (fin)

Manufacturer - - Constructeur	Model - - Type	Number - - Nombre
Grumman	Avenger	19
	Ag-Cat	3
	Goose G21	14
	S.C.A.N.	1
	Widgeon G44	5
	Mallard G73	4
Lear Jet	24	1
Lockheed	12	1
Mitsubishi	MU 2	3
Harvard	NAT 6	8
Navion	Ryan ST3	1
Norseman	4	5
	5	30
	6	11
Piper	Apache & Aztec PA 23	124
	Comanche PA 24	4
	Pawnee PA 25	20
	Cherokee PA 28	5
	Twin Comanche PA 30	12
	Navajo PA 31	10
	Cherokee Six PA 32	7
Pilatus	Turbo Porter	1
Piaggio	P136	1
Republic	RC3	2
United Consult	Twin Bee	1
Twin Pioneer		1
Skyvan		3
Stinson	ST 10	7
Snow Commander		11
Waco		1
Howard		1
Total		1,194

Table 4. Group C Fixed-Wing Aircraft

Tableau 4. Avions à voilure fixe du groupe C

Manufacturer - - Constructeur	Model - - Type	Number - - Nombre
Aero Commander	AC 10	4
Aeronca	11	1
	Sedan 15	7
Beech	Musketeer 23	8
Champion	Lancer 402	1
	7 series -- série	51
Cessna	120	1
	140	2
	150	329
	170	9
	172	197
	175	8
	177	12
De Havilland	Chipmunk	1
Fleet	80	21
Alon	Aircoupe	2
	Ercoupe Club Air	1
Lake	LA 4	1
Mooney	M 20	4
	M 21	1
Maule		2
Piper	Cub PA 11	7
	Super Cruiser PA 12	17
	Family Cruiser PA 14	1
	Clipper PA 16	1
	Super Cub PA 18	64
	PA 22	36
	Pawnee PA 25	6
	Cherokee PA 28	178
	J 3	15
	Club Coupe J 4	1
Luscombe	8 Silvaire	2
Stinson	105-108	3
Taylorcraft	BC 12	1
Total for Group C		995
Total Fixed-Wing -- Voilure fixe		2,482

Table 5. Helicopters

Tableau 5. Hélicoptères

Manufacturer - - Constructeur	Model - - Type	Number - - Nombre
Group A -- Groupe A		
Sikorsky	S 61	1
Group A - Total - Groupe A		1
Group B -- Groupe B		
Bell	204 & 205	13
Alouette	3	1
Sikorsky	S 55	10
	S 58	1
Vertol	42	3
	44	1
Group B - Total - Groupe B		29
Group C -- Groupe C		
Brantly	B 2	2
Bell	206	26
	47	214
Hiller	UH 12	32
	FH 1100	14
Alouette	2	9
Hughes	369 & 500	2
	269	15
Group C - Total - Groupe C		314
Helicopters - Total - Hélicoptères		344
Fixed-Wing and Helicopters - Total - Avions à voilure fixe et hélicoptères		2,826

Note: Alouette 2 was in Group B in previous Fleet.

Nota: Les hélicoptères de type Allouette 2 étaient classifiés dans le groupe B au situation du materiel volant de l'année derniere.

Table 6. Canadian Commercial Air Carrier Fleet by Type of Power Plant

Tableau 6. Répartition, suivant le mode de propulsion, du material volant des transporteurs aériens commerciaux du Canada

Year -- Année	Total A/C in fleet -- Nombre total d'appareils	Fixed-wing aircraft -- Avions à voilure fixe				Helicopters -- Hélicoptères		
		Turbo jet -- Turbo réacteur	Turbo prop -- Turbo propulseur	Piston engine -- Moteur à pistons	Total	Turbine	Piston engine -- Moteur à pistons	Total
1960	1,630	3	58	1,444	1,505	-	125	125
1964	2,043	20	79	1,726	1,825	1	217	218
1965	2,157	21	75	1,801	1,897	5	255	260
1966	2,371	29	77	1,971	2,077	14	280	294
1967	2,605	40	80	2,155	2,275	23	307	330
1968	2,763	70	94	2,255	2,419	60	284	344
1969(1)	2,730	83	96	2,227	2,406	63	261	324
1970(1)	2,826	105	100	2,277	2,482	66	278	344

(1) Figures for 1969 and 1970 are as of January 15, 1969; all other years are as of July 15. -- Les nombres pour 1969 et 1970 sont ceux du 15 janvier; pour toutes les autres années, ils sont en date du 15 juillet.

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275 SLATER, OTTAWA 4, ONTARIO

Aviation Statistics Centre/Centre des statistiques de l'aviation

Vol. 2, No. 25
ASC-SB-4-10

June 1970 juin

Civil Aviation - April 1970

Operations of Transcontinental and Regional Air Carriers

Preliminary figures for the seven major Canadian airlines (two transcontinental) and five regional) have been compiled and tabulated.

Figures for 1969 have been recalculated to include the operations of Nordair and thus make 1969 and 1970 totals comparable.

During the month of April increases were shown for all measures of activity and the operating loss for the month ($1.2 million) was $0.7 million less than for April 1969. This marked the first improvement in 1970 monthly financial figures compared to those reported in 1969.

Year-to-date figures for the first four months indicate that an increase of 16.2 per cent in operating revenues was cancelled out by an increase of 19.7 per cent in operating expenses. Results up to the end of April showed an operating loss of $5.8 million compared to an operating income of $0.4 million in the same period of 1969.

Enquiries concerning the material presented should be directed to the Aviation Statistics Centre, Attention: Mr. K.J. Marks, (Telephone 992-2957).

Aviation civile - avril 1970

Exploitation des transporteurs transcontinentaux et régionaux

Les statistiques provisoires des sept principaux transporteurs canadiens (deux transcontinentaux et cinq régionaux) ont été mises en tableau.

Les chiffres donnés pour 1969 ont été rectifiés pour inclure Nordair et pour que les totaux de 1969 et 1970 soient comparables.

Pendant le mois d'avril tous les résultats d'activité ont été à la hausse et les pertes (1.2 millions de dollars) ont baissé de 0.7 millions de dollars par rapport au mois d'avril 1969, accusant le premier relèvement mensuel en 1970 en comparaison de 1969.

Les résultats pour le premier trimestre de 1970 montrent qu'une augmentation de 16.2 p. cent des recettes d'exploitation était annulée par une augmentation de 19.7 p. cent des dépenses d'exploitation. Cela a entrainé, au bilan d'exploitation à la fin d'avril, une perte de 5.8 millions de dollars contre 0.4 million de dollars en 1969.

Adresser demande de renseignements supplémentaires au Centre des statistiques de l'aviation, Attention: M. K.J. Marks, (Téléphone 992-2957).

8705-501

oduced by the Aviation Statistics Centre, Transportation and Public Utilities Division, Dominion Bureau of Statistics,
behalf of the Department of Transport and the Canadian Transport Commission
édigé par le Centre des statistiques de l'aviation, Division des transports et des services d'utilité publique, Bureau fédéral de la statistique,
our le Ministère des Transports et la Commission canadienne des transports

Operations of Transcontinental and Regional Air Carriers
April 1970 Preliminary Data

Exploitation des transporteurs transcontinentaux et régionaux
Avril 1970 - Résultats provisoires

	April - - avril 1970				April - - avril 1969 total	Jan.-Apr. 1970 total - - jan.-avr.	Jan.-Apr. 1969 total - - jan.-avr.	% change - - Variation en % 1970 cum. V's 1969 cum.	
	Air Canada	CP Air	Five regional carriers(1) - - Cinq transporteurs régionaux(1)	Total(2)					
All figures are expressed in thousands -- Tous les chiffres sont exprimés en milliers									
Operating statistics:									**Exploitation:**
Unit toll - Passenger-miles ..	489,934	176,469	34,992	701,395	519,730	2,764,969	2,367,088	+ 16.8	Taxe unitaire - Passagers-milles
Goods ton-miles ..	17,608	3,307	1,824	22,739	16,409	88,038	84,385	+ 4.3	Tonnes-milles de marchandises
Mail ton-miles ...	2,416	608	213	3,237	3,825	12,401	12,324	+ 0.6	Tonnes-milles de courrier
Charter - Hours flown	--	--	4	4	4	15	13	+ 15.4	Vols d'affrètement - Heures de vol
Passenger-miles	13,514	8,432	23,377	45,323	25,851	160,717	110,034	+ 46.1	Passagers-milles
Goods ton-miles	498	-	2,288	2,786	3,593	14,963	9,308	+ 60.8	Tonnes-milles de marchandises
Fuel consumption: (gallons)									**Consommation de combustible:** (gallons)
Turbo and jet fuel	24,378	8,192	3,278	35,848	25,380	142,840	119,601	+ 19.4	Combustible pour turbomoteurs et moteurs à réaction
Gasoline	-	4	494	498	843	1,839	3,437	- 46.5	Essence
Financial statistics:									**Statistiques financières:**
Operating revenues ..... $	34,916	11,331	6,545	52,792	39,358	204,994	176,489	+ 16.2	Recettes d'exploitation
Operating expenses ..... $	36,622	10,795	6,563	53,980	41,267	210,770	176,082	+ 19.7	Dépenses d'exploitation
Operating income (loss) .... $	(1,706)	536	(18)	(1,188)	(1,909)	(5,776)	407		Revenue (perte) d'exploitation

(1) Eastern Provincial Airways, Nordair, Pacific Western Airlines, Quebecair and Transair. -- Eastern Provincial Airways, Nordair, Pacific Western Airlines, Québecair et Transair.

(2) Operations of the seven carriers represented in totals normally account for more than 90% of the revenues and expenses of the Canadian air transport industry. -- Ces sept compagnies enregistrent habituellement plus que 90 p. 100 de toutes les recettes et dépenses d'exploitation de l'industrie des transports aériens au Canada.

- Nil or zero -- néant ou zéro.

-- Too small to be expressed -- chiffre infime.

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Aircraft Movement Statistics for May 1970 Airports with DOT Air Traffic Control Towers

During May 1970, aircraft activity at the 45 airports with Department of Transport control towers amounted to 407,336 movements, 22,320 lower than in the previous year, when there were 429,656 movements at 41 tower controlled airports. Itinerant movements totalled 172,728 (172,443) or 285 more than in May 1969. Local flights accounted for 224,211 movements which were 20,828 lower than during the same month of last year when there were 245,039 movements. Simulated approaches were 10,397 in May 1970, which were 1,777 lower than in May 1969.

For the sake of a more meaningful comparison of the data, the year-to-date figures are added for this year and last year.

Inquiries related to the subject-matter should be directed to Department of Transport, Ottawa 4, Ontario. Attention: Aviation Statistics Centre, (DBS) Mr. Jan Bekooy (Telephone 992-2957).

Note: To facilitate comparisons, the 1969 figures are given in parentheses.

8705-501

Statistiques relatives au mouvements des aéronefs pour mai 1970 Aéroports avec tour de contrôle de la circulation aérienne du ministère des Transports

En mai 1970, les 45 aéroports dotés d'une tour de contrôle du ministère des Transports ont enregistré 407,336 mouvements, soit 22,320 de moins que le même mois de l'année dernière (429,656 mouvements dans 41 aéroports). Les mouvements itinérants ont été au nombre de 172,728 (172,443), soit une augmentation de 285 par rapport à mai 1969. Les mouvements locaux ont atteint 224,211 (245,039), soit 20,828 moins que pendant le mois correspondant de l'année dernière. Il y avait 10,397 simulées soit 1,777 de moins qu'en mai 1969.

Afin de permettre la comparaison on a ajouté les resultats de la partie écoulée de l'année courante et ceux de la période correspondante de l'année dernière.

Toute demande de renseignement concernant la matière du présent bulletin doit être adressée au Ministère des Transports, Ottawa 4, Ontario, à l'attention du Centre des statistiques de l'aviation, (BFS) M. Jan Bekooy (Téléphone 992-2957).

Nota: Les résultats de 1969 sont donnés entre parenthèses aux fins de comparison.

duced by the Aviation Statistics Centre, Transportation and Public Utilities Division, Dominion Bureau of Statistics,
behalf of the Department of Transport and the Canadian Transport Commission
digé par le Centre des statistiques de l'aviation, Division des transports et des services d'utilité publique, Bureau fédéral de la statistique,
ur le Ministère des Transports et la Commission canadienne des transports

Airports with Department of Transport Towers
Total Aircraft Movements by Class of Operation, May 1970

Aéroports avec tours de contrôle du ministère des Transports
Total des mouvements d'aéronefs, par classe de vol, mai 1970

Airports Aéroports	May 1969 mai	May 1970 mai							Simulated approaches Approches simulées
		Rank Rang	Total	Rank Rang	Itinerant Itinerant	Rank Rang	Local Locaux	Rank Rang	
Abbotsford	12,247		11,402		4,029	10	6,900	8	473
Baie Comeau	2,563		2,049		1,324		725		-
Brandon	4,583		5,076		1,399		3,669		8
Buttonville	22,592	8	17,965		2,376	2	15,450		139
Calgary International	21,525	6	19,072	8	6,375	5	12,391	10	306
Cartierville	16,615		582		522		60		-
Edmonton Industrial	23,351	5	19,427	7	7,854	6	11,496		77
Edmonton International	4,732		6,031		2,804		2,280	4	947
Fort St. John	3,559		2,029		1,200		822		7
Fredericton	5,491		3,252		2,103		1,118		31
Gander International	7,227		6,805		1,789		4,981		35
Halifax International	6,742		6,534		3,280		3,066		188
Hamilton City	16,986	10	15,415		3,764	7	10,922	7	729
Kamloops	5,547		4,355		2,465		1,884		6
Lethbridge	4,981		4,761		1,524		3,174		63
London	11,162		8,942		3,484		5,334		124
Moncton	7,713		5,566		2,294		3,090		182
Montreal International	25,293	2	22,919	2	13,344	9	8,226	2	1,349
North Bay	3,963		7,565		2,803		4,014	5	748
Oshawa	-		9,167		2,767		6,338		62
Ottawa International	18,856	4	19,780	6	8,936	8	9,866	3	978
Penticton	-		4,266		1,738		2,491		37
Pitt Meadows	15,853	9	17,778	10	5,351	4	12,427		-
Port Hardy	2,461		2,008		1,272		713		23
Prince George	4,626		4,024		2,054		1,969		1
Quebec	11,525		9,931		5,001		4,775		155
Regina	8,986		8,537		2,960		5,487		90
Saint John	3,005		2,014		1,388		559		67
St. Andrews	9,029		8,639		1,899		6,732		8
St. Hubert	29,350	1	30,936	5	8,978	1	21,524	9	434
St. John's	979		2,007		967		979		61
Saskatoon	11,053		6,371		2,764		3,501		106
Sept-Iles	3,520		2,733		1,789		871		73
Springbank	-		5,556		1,002		4,554		-
Sidney	753		1,203		768		431		4
Thunder Bay	3,969		4,821		1,690		3,110		21
Toronto International	18,055	3	20,077	1	15,589		3,033	1	1,455
Toronto Island	21,139	7	18,839	9	5,532	3	13,307		-
Vancouver International	17,764		14,347	3	12,692		1,483		172
Victoria International	13,571		9,796		4,860		4,672		264
Wabush	972		868		581		286		1
Waterloo-Wellington	-		7,055		2,674		4,306		75
Whitehorse	5,330		7,329		2,294		5,008		27
Windsor	7,064		5,801		2,239		3,424		138
Winnipeg International	14,924		13,706	4	10,210		2,763	6	733
May 1970 towers 45 tours			407,336		172,728		224,211		10,397
mai 1969 tours 41 towers			429,656		172,443		245,039		12,174
1970 Jan. to May cumulative			1,795,526		745,944		994,304		55,278
1969 janv. à mai cumulatif			1,695,358		691,345		946,484		57,529

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Airport Activity

This bulletin is another of a revised series in which data for the current year will be compared to that for the same period last year, at some of the top airports in Canada.

In this instance the periods covered are the years 1968 and 1969.

A strike, which closed down Air Canada's operations from April 21 until May 20, had a significant impact on the 1969 figures.

Inquiries relating to the data may be directed to the Canadian Transport Commission, Ottawa 4, Ontario. Attention: Aviation Statistics Centre, Mr. G.C. Coleman, or Mr. J.E. Berg, (Telephone 613-992-2332).

Activité des aéroports

Le présent bulletin est un autre dans une série révisée qui contiendra les données de l'année en cours et de l'année précédente sur l'activité de quelques uns des plus importants aéroports du Canada.

La présente édition porte sur les années 1968 et 1969.

Une grève, qui a interrompu l'exploitation d'Air Canada du 21 avril au 20 mai, a eu une grande répercussion sur les résultats de 1969.

Adresser toute demande de renseignements sur les données du présent bulletin à la Commission canadienne des transports, Ottawa 4, Ontario. Attention: Centre des statistiques de l'aviation, M. G.C. Coleman, ou M. J.E. Berg, (Téléphone 613-992-2332).

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oduced by the Aviation Statistics Centre, Transportation and Public Utilities Division, Dominion Bureau of Statistics,
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digé par le Centre des statistiques de l'aviation, Division des transports et des services d'utilité publique, Bureau fédéral de la statistique,
ur le Ministère des Transports et la Commission canadienne des transports

Explanatory Notes - Airport Activity Tables

1. The data refers to regularly scheduled mainline domestic flights. Data concerning charter flights have not been included in the tables.

2. Data concerning domestic flights were collected on a 15 per cent sample basis. The sample is such that each day of the week is sampled twice each quarter, and there is at least one sample day in each week.

3. Cargo has been considered as express and freight.

4. At airports where flight numbers changed, all traffic on board was reported deplaned as well as arrived.

Notes - explicatives - Tableaux de l'activité des aéroports

1. Les données ont trait aux vols réguliers sur les grandes lignes intérieures. Les données sur les affrètements ne sont pas comprises dans les tableaux.

2. Les données sur les vols intérieurs ont été réunies à partir d'un échantillon de 15 p. 100. L'échantill est choisi de façon à ce que chaque jour de la semaine soit observé deux fois par trimestre et qu'il y ait au moins un jour-échantillon par semaine.

3. Les "marchandises" comprennent les messageries et le fret.

4. Lorsque le numéro de vol est modifié à un aéroport, le contenu de l'aéronef (voyageurs et cargaison) est considéré comme étant arrivé à destination et débarqué.

Trafic national de ligne principale

Period covered - - période	Arriving load - - Charge à l'arrivée			Deplaned load - - Charge débarquée			Enplaned load - - Charge embarquée			Departing load - - Charge au départ		
January 1 to December 31 - - 1er janvier au 31 décembre	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises
		thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres	
Airport/Aéroport: Edmonton Industrial												
1968	121,904	369.1	757.0	121,904	369.1	757.0	124,797	1,589.0	5,301.1	124,797	1,589.0	5,301.1
1969	144,870	317.5	1,102.3	144,870	317.5	1,102.3	153,331	1,715.4	6,003.6	153,331	1,715.4	6,003.6
% change -- variation %	18.8	- 14.0	45.6	18.8	- 14.0	45.6	22.9	8.0	13.3	22.9	8.0	13.3
Airport/Aéroport: Fredericton												
1968	104,957	498.2	2,988.4	46,169	144.3	798.1	45,200	106.3	613.1	103,988	460.1	2,803.4
1969	111,759	521.2	3,261.6	47,683	122.4	855.3	45,909	109.7	445.6	109,985	508.5	2,851.8
% change -- variation %	6.5	4.6	9.1	3.3	- 15.2	7.2	1.6	3.2	- 27.3	5.8	10.5	1.7
Airport/Aéroport: Moncton												
1968	176,900	2,784.1	8,195.1	94,234	1,382.0	4,364.0	91,551	1,773.8	6,268.7	174,217	3,175.9	10,099.8
1969	131,344	3,019.4	6,358.5	66,274	1,778.4	6,028.7	67,339	1,822.5	6,505.3	132,409	3,063.5	6,835.1
% change -- variation %	- 25.8	8.5	- 22.4	- 29.7	28.7	38.1	- 26.5	2.7	3.8	- 24.0	- 3.5	- 32.3
Airport/Aéroport: Prince George												
1968	70,113	644.6	1,332.8	44,070	314.4	619.5	44,365	263.4	212.1	70,408	593.6	925.4
1969	81,708	562.5	1,417.9	52,323	312.4	491.8	53,920	286.6	210.2	83,305	536.7	1,136.3
% change -- variation %	16.5	- 12.7	6.4	18.7	- 0.6	- 20.6	21.5	8.8	- 0.9	18.3	- 9.6	22.8
Airport/Aéroport: Quebec												
1968	189,586	1,091.2	3,771.4	113,891	619.3	2,124.3	116,375	713.0	891.3	192,070	1,184.8	2,538.4
1969	182,278	1,313.3	5,285.3	118,283	730.6	2,389.7	120,558	942.0	920.0	184,553	1,524.7	3,815.5
% change -- variation %	- 3.9	20.4	40.1	3.9	18.0	12.5	3.6	32.1	3.2	- 3.9	28.7	50.3
Airport/Aéroport: Regina												
1968	154,434	1,586.6	5,153.4	115,286	1,025.8	3,092.0	117,176	723.8	882.6	156,324	1,284.7	2,944.1
1969	198,789	2,218.7	3,898.1	126,059	1,217.5	2,579.2	123,614	823.4	866.2	196,344	1,824.6	2,185.1
% change -- variation %	28.7	39.8	- 24.4	9.3	18.7	- 16.6	5.5	13.8	- 1.9	25.6	42.0	- 25.8
Airport/Aéroport: St. John's												
1968	94,154	903.4	4,934.8	94,154	903.4	4,934.8	97,856	1,153.3	1,797.0	97,856	1,153.3	1,797.0
1969	87,176	902.6	3,723.0	87,176	902.6	3,723.0	102,407	1,262.9	1,865.5	102,407	1,262.9	1,865.5
% change -- variation %	- 7.4	- 0.1	- 24.6	- 7.4	- 0.1	- 24.6	4.7	9.5	3.8	4.7	9.5	3.8

Mainline Domestic Traffic - Concluded

Trafic national de ligne principale - fin

Period covered - - période	Arriving load - - Charge à l'arrivée			Deplaned load - - Charge débarquée			Enplaned load - - Charge embarquée			Departing load - - Charge au départ		
January 1 to December 31 / 1er janvier au 31 décembre	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises
		thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres	
Airport/Aéroport: Saskatoon												
1968	133,255	1,154.9	3,637.9	87,765	780.6	2,073.4	92,118	526.2	280.3	137,608	900.6	1,844.9
1969	155,986	1,383.5	3,071.8	97,774	865.0	1,720.5	97,403	557.7	256.0	155,615	1,076.2	1,607.3
% change -- variation %	17.1	19.8	- 15.6	11.4	10.8	- 17.0	5.7	6.0	- 8.7	13.1	19.5	- 12.9
Airport/Aéroport: Sault Ste. Marie												
1968	69,784	456.5	3,636.1	42,137	200.6	870.2	40,911	150.6	102.0	68,558	406.4	2,867.9
1969	67,778	553.1	2,716.0	41,808	228.4	653.2	41,006	152.0	70.5	66,976	476.6	2,133.3
% change -- variation %	- 2.9	21.2	- 25.3	- 0.8	13.9	- 24.9	0.2	0.9	- 30.9	- 2.3	17.3	- 25.6
Airport/Aéroport: Sept-Iles												
1968	63,295	334.9	2,156.6	41,703	166.4	1,448.0	44,048	464.7	840.6	65,640	633.2	1,549.3
1969	63,083	436.0	4,773.3	43,071	283.2	1,558.0	44,323	447.2	1,335.3	64,335	600.0	4,550.7
% change -- variation %	- 0.3	30.2	121.3	3.3	70.2	7.6	0.6	- 3.8	58.9	- 2.0	- 5.3	193.7
Airport/Aéroport: Stephenville												
1968	69,675	964.2	5,287.6	24,445	197.5	1,927.1	25,077	113.5	206.8	70,307	880.2	3,567.3
1969	68,704	992.6	4,559.2	23,784	271.0	1,929.4	23,929	132.6	167.4	68,849	854.2	2,797.1
% change -- variation %	- 1.4	2.9	- 13.8	- 2.7	37.2	0.1	- 4.6	16.8	- 19.1	- 2.1	- 3.0	- 21.6
Airport/Aéroport: Sudbury												
1968	54,778	202.1	506.9	36,919	124.3	203.7	37,918	149.8	84.6	55,777	227.7	387.8
1969	56,601	190.5	417.4	39,030	118.2	168.7	39,110	199.8	62.1	56,681	272.2	310.8
% change -- variation %	3.3	- 5.7	- 17.7	5.7	- 4.9	- 17.2	3.1	33.4	- 26.6	1.6	19.5	- 19.9
Airport/Aéroport: Sydney												
1968	117,120	1,096.1	5,367.7	51,526	211.9	1,213.8	49,654	171.8	398.8	115,248	1,056.1	4,552.8
1969	104,233	1,158.5	4,688.3	48,279	307.0	1,053.7	48,099	189.8	423.8	104,053	1,041.4	4,058.4
% change -- variation %	- 11.0	5.7	- 12.7	- 6.3	44.9	- 13.2	- 3.1	10.5	6.3	- 9.7	- 1.4	- 10.9

Note: Additions for mail and cargo may not balance due to rounding.
Nota: Les additions du courrier et des marchandises peuvent être inexactes parce que les chiffres sont arrondis.

Government Publications

Service BULLETIN de service

275 SLATER, OTTAWA 4, ONTARIO

Aviation Statistics Centre/Centre des statistiques de l'aviation

Vol. 2, No. 28
ASC-SB-5-2

June 1970 juin

Number of Canadian Civil Aircraft Reporting Flying Hours in 1968

In 1968, 8,726 Canadian civil aircraft with a valid certificate of airworthiness flew 2,196,120 hours. Of this total 5,836 privately owned aircraft flew 698,201 hours and 2,890 commercially operated aircraft flew 1,497,919 hours.

The statistics on the following page are compiled from data reported on applications for certificates of airworthiness. It should be mentioned that the data is collected by province of registration which does not necessarily coincide with the province where the flying activity took place.

Inquiries related to the subject-matter should be directed to Department of Transport, Ottawa 4, Ontario. Attention: Aviation Statistics Centre, (DBS) Mr. Jan Bekooy (Telephone 992-2957).

Nombre d'aéronefs civils canadiens pour lesquels des heures de vol ont été déclarées en 1968

En 1968, 8,726 aéronefs civils canadiens ayant un certificat de navigabilité ont enregistré 2,196,120 heures de vol, dont 698,201 effectuées par 5,836 aéronefs privés, et 1,497,919 par 2,890 aéronefs commerciaux.

Les statistiques des pages suivantes ont été établies à partir des données fournies au moment des demandes de certificats de navigabilité. Il convient de noter que les renseignements sont recueillis par province d'immatriculation et que celle-ci n'est pas nécessairement celle où les heures de vol ont été effectuées.

Toute demande de renseignement concernant la matière du présent bulletin doit être adressée au Ministère des Transports, Ottawa 4, Ontario, à l'attention du Centre des statistiques de l'aviation, (BFS) M. Jan Bekooy (Téléphone 992-2957).

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oduced by the Aviation Statistics Centre, Transportation and Public Utilities Division, Dominion Bureau of Statistics,
behalf of the Department of Transport and the Canadian Transport Commission
digé par le Centre des statistiques de l'aviation, Division des transports et des services d'utilité publique, Bureau fédéral de la statistique,
ur le Ministère des Transports et la Commission canadienne des transports

Number of Canadian Civil Aircraft Reporting Flying Hours in 1968 by Privately Owned and Commercialy Operated Aircraft, by Province of Registration

Nombre d'aéronefs civils enregristrés au Canada pour lesquels des heures de vol ont été déclarées en 1968 suivant le mode d'exploitation fins privés ou commerciaux et la province d'enregistrement

Provinces	Total Canadian civil aircraft — Aéronefs civils canadiens			Privately owned aircraft — Aéronefs fins privés			Commercially operated aircraft — Aéronefs commerciaux		
	Hours flown — Heures de vol	Number of aircraft — Nombre d'aéronefs	Average hours — Heures en moyenne	Hours flown — Heures de vol	Number of aircraft — Nombre d'aéronefs	Average hours — Heures en moyenne	Hours flown — Heures de vol	Number of aircraft — Nombre d'aéronefs	Average hours — Heures en moyenne
British Columbia	399,464	1,452	275.1	127,730	956	133.6	271,734	496	547.8
Alberta	288,579	1,273	226.7	133,586	917	145.7	154,993	356	435.4
Saskatchewan	120,125	737	163.0	54,879	554	99.1	65,246	183	356.5
Manitoba	152,758	758	201.5	48,081	528	91.1	104,677	230	455.1
Ontario	574,233	2,889	198.8	226,928	2,004	113.2	347,305	885	392.4
Quebec	531,249	1,131	469.7	71,995	618	116.5	459,254	513	895.2
New Brunswick	22,881	127	180.2	10,648	81	131.5	12,233	46	265.9
Nova Scotia	20,153	90	223.9	7,779	62	125.5	12,374	28	441.9
Prince Edward Island	1,828	19	96.2	1,072	14	76.6	756	5	151.2
Newfoundland	37,282	89	418.9	5,844	33	177.1	31,438	56	561.4
North West Territories	25,196	91	276.9	4,797	40	119.9	20,399	51	400.0
Yukon	22,372	70	319.6	4,862	29	167.7	17,510	41	427.1
TOTAL CANADA	2,196,120	8,726	251.7	698,201	5,836	119.6	1,497,919	2,890	518.3

Service BULLETIN de service

275 SLATER, OTTAWA 4, ONTARIO

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Vol. 2, No. 29
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July 1970 juillet

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Civil Aviation -May 1970

Operations of Transcontinental and Regional Air Carriers

Preliminary figures for the seven major Canadian airlines have been tabulated to show a comparison between results for the month and for the year-to-date in 1970 and in 1969.

Increases for May 1970 compared to the same month a year earlier seem especially large and in many cases totals have almost doubled. A large portion of the relative increase was due to the abnormally low totals reported for May 1969 when a labour dispute shut down operations at Air Canada for twenty days during the month. Activities in May 1970 were more in line with the normal seasonal pattern.

With these increased levels of activity, the total operating income of the seven carriers grew by $8.8 million from an operating loss of $5.2 million in May 1969 to an operating income of $3.5 million in May 1970. This improvement during the month reduced the year-to-date operating loss for the first five months to $2.2 million which represented an improvement of 54 per cent compared to the operating loss of $4.8 million for the first five months of 1969.

Enquiries concerning the material presented should be directed to the Aviation Statistics Centre, Attention: Mr. K.J. Marks, (Telephone 992-2957).

Aviation civile - mai 1970

Exploitation des transporteurs transcontinentaux et régionaux

Les statistiques préliminaires concernant les sept principaux transporteurs canadiens ont été calculées; ainsi, on pourra comparer les résultats du mois de mai 1970 et de la période janvier-mai 1970 à ceux des mêmes périodes de 1969.

Comparés à ceux de mai 1969, les résultats de 1970 semblent particulièrement élevés (dans certains cas, le chiffre d'affaires a presque doublé). Cette augmentation relative est due en grande partie au fait que les résultats du mois de mai 1969 étaient particulièrement médiocres (les conflits du travail avaient obligé Air Canada à cesser toute activité pendant vingt jours). Les résultats du mois de mai 1970 suivent de plus près la courbe saisonnière normale.

Cette augmentation du volume des activités s'est reflétée dans le résultat d'exploitation des sept transporteurs; ainsi, alors qu'en mai 1969 déficit était de $5.2 millions, l'excédent a été, en mai 1970, de $3.5 millions, soit un écart de $8.8 millions. Cette augmentation du volume des activités a en outre ramené le déficit des cinq premiers mois à $2.2 millions, ce qui représente une diminution du déficit de 54 p. 100 par rapport au déficit de $4.8 millions pour la même période l'année dernière.

Pour obtenir de plus amples renseignements, s'adresser à M. K.J. Marks du Centre des statistiques de l'aviation (992-2957).

8705-501

Produced by the Aviation Statistics Centre, Transportation and Public Utilities Division, Dominion Bureau of Statistics, on behalf of the Department of Transport and the Canadian Transport Commission
Rédigé par le Centre des statistiques de l'aviation, Division des transports et des services d'utilité publique, Bureau fédéral de la statistique, pour le Ministère des Transports et la Commission canadienne des transports

Operations of Transcontinental and Regional Air Carriers
May 1970 Preliminary Data

Exploitation des transporteurs transcontinentaux et régionaux
mai 1970 - Résultats provisoires

	May - - mai 1970				May - - mai 1969 Total	Jan.-May 1970 total - - janv.-mai	Jan.-May 1969 total - - janv.-mai	% change - - Variation en % 1970 cum. V's 1969 cum.	
	Air Canada	CP Air	Five regional carriers(1) - - Cinq transporteurs régionaux(1)	Total(2)					
	(thousands -- en milliers)								
Operating statistics									**Exploitation:**
Unit toll - Passenger-miles ..	548,037	210,722	36,573	795,332	387,881	3,560,301	2,754,969	+ 29.2	Taxe unitaire - Passagers-milles
Goods ton-miles ..	17,317	4,155	1,404	22,876	10,876	110,914	95,261	+ 16.4	Tonnes-milles de marchandises
Mail ton-miles ...	1,932	676	182	2,790	1,962	15,191	14,286	+ 6.3	Tonnes-milles de courrier
Charter - Hours flown	1	--	5	6	5	21	18	+ 16.7	Vols d'affrètement - Heures de vol
Passenger-miles	51,988	22,926	40,178	115,092	49,614	275,809	159,648	+ 72.8	Passagers-milles
Goods ton-miles	-	-	2,502	2,502	4,208	17,465	13,516	+ 29.2	Tonnes-milles de marchandises
Fuel consumption: (gallons)									**Consommation de combustible:** (gallons)
Turbo and jet fuel	26,998	9,863	3,617	40,478	20,853	183,318	140,454	+ 30.5	Combustible pour turbomoteurs et moteurs à réaction
Gasoline	-	1	538	539	1,023	2,378	4,460	- 46.7	Essence
Financial statistics:									**Statistiques financières:**
Operating revenues ..... $	39,119	13,615	7,351	60,085	32,786	265,079	209,275	+ 26.7	Recettes d'exploitation
Operating expenses ..... $	37,065	12,343	7,142	56,550	38,031	267,320	214,112	+ 24.8	Dépenses d'exploitation
Operating income (loss) .... $	2,054	1,272	209	3,535	(5,245)	(2,241)	(4,837)	+ 53.7	Revenu d'exploitation

(1) Eastern Provincial Airways, Nordair, Pacific Western Airlines, Québecair and Transair. -- Eastern Provincial Airways, Nordair, Pacific Western Airlines, Québecair et Transair.

(2) Operations of the seven carriers represented in totals normally account for more than 85% of the revenues and expenses of the Canadian air transport industry. -- Ces sept compagnies enregistrent habituellement plus que 85 p. 100 de toutes les recettes et dépenses d'exploitation de l'industrie des transports aériens au Canada.

- Nil or zero -- néant ou zéro.

-- Too small to be expressed -- Chiffre infime.

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Aviation Statistics Centre/Centre des statistiques de l'aviation

Vol. 2, No. 30
ASC-SB-2-9

July 1970 juillet
Preliminary -- Préliminaire

Airport Activity

This bulletin is another of a revised series in which data for the current year will be compared to that for the same period last year, at twenty-five of the top airports in Canada.

In this instance the period covered is the first quarter of 1969 and 1970

Inquiries relating to the data may be directed to the Aviation Statistics Centre, (D.B.S.), Ottawa 4, Ontario. Attention: Mr. G.C. Coleman, or Mr. J.E. Berg, (Telephone 613-992-2332).

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Activité des aéroports

Le présent bulletin est un autre dans une série révisée qui contiendra les données de l'année en cours et de l'année précédente sur l'activité de vingt-cinq des plus importants aéroports du Canada.

La présente edition porte sur le premier trimestre des années 1969 et 1970.

Adresser toute demande de renseignements sur les données du présent bulletin au Centre des statistiques de l'aviation, (B.F.S.), Ottawa 4, Ontario. Attention: M. G.C. Coleman or M. J.E. Berg, (Téléphone 613-992-2332).

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8505-501

Produced by the Aviation Statistics Centre, Transportation and Public Utilities Division, Dominion Bureau of Statistics, on behalf of the Department of Transport and the Canadian Transport Commission
Rédigé par le Centre des statistiques de l'aviation, Division des transports et des services d'utilité publique, Bureau fédéral de la statistique, pour le Ministère des Transports et la Commission canadienne des transports

Explanatory Notes - Airport Activity Tables

1. The data refers to regularly scheduled international and mainline domestic flights. Data concerning charter flights have not been included in the tables.

2. The data concerning international flights were collected on a census basis. Data concerning domestic flights were collected on a mixed 15 per cent sample and census basis. The sample is such that each day of the week is sampled twice each quarter, and there is at least one sample day in each week.

3. Cargo has been considered as express and freight.

4. The tables will not balance horizontally within the traffic categories which are "Domestic", "Transborder", and "Other International". This is because the intransit load may arrive at a station under one category, and depart under another. The traffic categories are derived by allocating the traffic according to the last stop made before arrival and the next stop planned after departure. For example, consider a flight from Calgary to London, England via Winnipeg. The arrival at Winnipeg, from Calgary would be classed as a "Domestic" arrival, and the departure from Winnipeg to London, England would be considered an "Other International" departure.

5. At airports where flight numbers changed, all traffic on board was reported deplaned as well as arrived.

6. All flights to and from Alaska have been considered under the category "International, Transborder". Beginning with 1968 data, flights to and from Hawaii have been included under the traffic category "International, Transborder".

Notes - explicatives - Tableaux de l'activité des aéroports

1. Les données ont trait aux vols réguliers sur les lignes internationales et sur les grandes lignes intérieures. Les données sur les affrètements ne sont pas comprises dans les tableaux.

2. Les données sur les vols internationaux ont été recueillies par voie de recensement. Les données sur les vols intérieurs ont été réunies à partir d'un échantillon de 15 p. 100 et d'un recensement. L'échantillon est choisi de façon à ce que chaque jour de la semaine soit observé deux fois par trimestre et qu'il y ait au moins un jour-échantillon par semaine.

3. Les "marchandises" comprennent les messageries et le fret.

4. Il peut y avoir absence de concordance dans les lignes horizontales des rubriques "vols intérieurs", "vols transfrontaliers" et "autres vols internationaux" car ces vols peuvent changer de catégorie lors d'une escale. Les catégories sont établies, selon le cas, en fonction du dernier arrêt avant l'atterrissage ou du premier arrêt après le départ. Prenons l'exemple d'un vol Calgary-Londres avec escale à Winnipeg. Le vol Calgary-Winnipeg serait classé comme "vol intérieur", et le trajet Winnipeg-Londres comme "autre vol international".

5. Lorsque le numéro de vol est modifié à un aéroport, le contenu de l'aéronef (voyageurs et cargaison) est considéré comme étant arrivé à destination et débarqué.

6. Tous les vols en provenance et à destination de l'Alaska entrent dans la catégorie "vols transfrontaliers". Depuis 1968, les données sur les vols en provenance ou à destination des îles Hawaii sont comprises dans la même catégorie.

MONTREAL INTERNATIONAL AIRPORT -- AÉROPORT INTERNATIONAL DE MONTRÉAL

Scheduled International and Mainline Domestic Traffic

Trafic international à horaire fixe et trafic intérieur de ligne principale

Period covered - - période	Arriving load - - Charge à l'arrivée			Deplaned load - - Charge débarquée			Enplaned load - - Charge embarquée			Departing load - - Charge au départ		
January 1 to March 31 - - 1er janvier au 31 mars	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises
		thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres	
Domestic -- Intérieur:												
1969	281,756	3,068.2	9,636.6	245,587	2,738.9	6,939.3	265,341	3,489.1	16,223.9	300,203	3,833.5	19,835.3
1970	359,757	3,059.1	9,113.9	311,012	2,482.1	7,251.5	304,467	3,229.2	14,345.7	354,272	3,800.0	17,450.5
% change -- variation %	27.7	- 0.3	- 5.4	26.6	- 9.4	4.5	14.7	- 7.4	- 11.6	18.0	- 0.9	- 12.0
International:												
Transborder -- Transfrontalier:												
1969	148,991	603.8	7,375.9	138,682	589.3	3,432.0	133,427	149.1	2,939.1	145,163	248.5	6,885.9
1970	154,214	525.6	6,771.6	143,042	516.7	3,906.6	141,247	157.7	1,641.6	154,296	380.8	6,292.1
% change -- variation %	3.5	- 13.0	- 8.2	3.1	- 12.3	13.8	5.9	5.8	- 44.1	6.3	53.2	- 8.6
Other -- Autre:												
1969	82,911	811.8	22,362.0	59,262	618.4	15,312.4	44,056	526.7	5,947.9	67,585	620.1	12,080.5
1970	97,361	1,037.0	24,512.8	69,152	671.8	16,683.8	57,980	507.4	4,264.1	83,252	664.6	9,065.2
% change -- variation %	17.4	27.7	9.6	16.7	8.6	8.9	31.6	- 3.7	- 28.3	23.2	7.2	- 25.0
Total International:												
1969	231,902	1,415.6	29,737.9	197,944	1,207.7	18,744.4	177,483	675.8	8,887.0	212,748	868.6	18,966.4
1970	251,575	1,562.6	31,284.4	212,194	1,188.5	20,590.4	199,227	665.1	5,905.7	237.548	1,045.4	15,357.3
% change -- variation %	8.5	10.4	5.2	7.2	- 1.6	9.8	12.3	- 1.6	- 33.5	11.7	20.4	- 19.0
All services -- Tous les services:												
1969	513,658	4,483.8	39,374.5	443,531	3,946.6	25,683.7	442,824	4,164.9	25,110.9	512,951	4,702.1	38,801.7
1970	611,332	4,621.7	40,398.3	523,206	3,670.6	27,841.9	503,694	3,894.3	20,251.4	591,820	4,845.4	32,807.8
% change -- variation %	19.0	3.1	2.6	18.0	- 7.0	8.4	13.7	- 6.5	- 19.4	15.4	3.0	- 15.4

Note: Additions for mail and cargo may not balance due to rounding.
Nota: Les additions du courrier et des marchandises peuvent être inexactes parce que les chiffres sont arrondis.

TORONTO INTERNATIONAL AIRPORT -- AÉROPORT INTERNATIONAL DE TORONTO

Scheduled International and Mainline Domestic Traffic

Trafic international à horaire fixe et trafic intérieur de ligne principale

Period covered - - période	Arriving load - - Charge à l'arrivée			Deplaned load - - Charge débarquée			Enplaned load - - Charge embarquée			Departing load - - Charge au départ		
January 1 to March 31 - - 1er janvier au 31 mars	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises
		thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres	
Domestic -- Intérieur:												
1969	400,349	4,232.9	20,106.8	360,939	3,360.8	15,534.5	355,758	4,361.4	13,403.5	395,209	5,105.6	17,880.3
1970	446,967	4,496.7	17,925.7	403,828	3,498.4	13,911.9	397,871	4,131.5	14,399.2	442,782	5,064.7	18,704.8
% change -- variation %	11.6	6.2	- 10.8	11.9	4.1	- 10.4	11.8	- 5.3	7.4	12.0	- 0.8	4.6
International:												
Transborder -- Transfrontalier:												
1969	234,338	1,071.1	7,933.7	228,631	1,062.5	7,518.1	215,300	265.2	2,862.0	220,320	280.5	3,013.8
1970	239,686	1,325.8	8,470.6	234,524	1,311.0	7,998.4	228,948	257.6	2,557.4	233,556	277.3	2,688.0
% change -- variation %	2.3	23.8	6.8	2.6	23.4	6.4	6.3	- 2.9	- 10.6	6.0	- 1.1	- 10.8
Other -- Autre:												
1969	53,230	169.0	1,724.2	47,895	154.7	1,686.7	39,244	140.1	1,933.4	45,225	275.6	2,330.0
1970	60,408	197.0	1,916.3	55,324	182.7	1,812.3	48,949	225.3	1,585.5	52,815	299.8	1,739.4
% change -- variation %	13.5	16.6	11.1	1.6	18.1	7.4	24.8	60.8	- 18.0	16.8	8.8	25.3
Total International:												
1969	287,568	1,240.1	9,657.9	276,526	1,217.2	9,204.8	254,544	405.3	4,795.4	265,545	556.1	5,343.8
1970	300,094	1,522.8	10,386.9	289,848	1,493.7	9,810.7	277,897	482.9	4,142.9	286,371	577.1	4,427.4
% change -- variation %	4.4	22.8	7.5	4.8	22.7	6.6	9.2	19.1	- 13.6	7.8	3.8	- 17.1
All services -- Tous les services:												
1969	687,917	5,473.0	29,764.7	637,465	4,578.0	24,739.3	610,302	4,766.7	18,198.9	660,754	5,661.7	23,224.2
1970	747,061	6,019.5	28,312.6	693,676	4,992.1	23,722.6	675,768	4,614.4	18,542.1	729,153	5,641.8	23,132.2
% change -- variation %	8.6	10.0	- 4.9	8.8	9.0	- 4.1	10.7	- 3.2	1.9	10.4	- 0.4	- 0.4

Note: Additions for mail and cargo may not balance due to rounding.
Nota: Les additions du courrier et des marchandises peuvent être inexactes parce que les chiffres sont arrondis.

VANCOUVER INTERNATIONAL AIRPORT -- AÉROPORT INTERNATIONAL DE VANCOUVER

Scheduled International and Mainline Domestic Traffic

Trafic international à horaire fixe et trafic intérieur de ligne principale

Period covered - - période	Arriving load - - Charge à l'arrivée			Deplaned load - - Charge débarquée			Enplaned load - - Charge embarquée			Departing load - - Charge au départ		
January 1 to March 31 - - 1er janvier au 31 mars	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises
		thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres	
Domestic -- Intérieur:												
1969	166,931	1,638.7	6,093.1	165,714	1,634.6	6,085.2	167,232	1,668.7	6,317.5	168,449	1,673.2	6,324.1
1970	199,115	1,759.5	6,465.1	198,232	1,755.7	6,454.1	198,718	1,641.9	6,434.4	199,794	1,645.4	6,459.7
% change -- variation %	19.3	7.4	6.1	19.6	7.4	6.1	18.8	- 1.6	1.9	18.6	- 1.7	2.1
International:												
Transborder -- Transfrontalier:												
1969	62,652	286.7	1,393.5	62,457	286.7	1,328.1	56,717	152.5	427.0	57,549	153.8	551.7
1970	68,465	315.2	1,795.8	67,641	315.2	1,766.9	65,509	248.6	507.6	66,697	248.9	560.4
% change -- variation %	9.3	9.9	28.9	8.3	9.9	33.0	15.5	63.0	18.9	15.9	61.8	1.6
Other -- Autre:												
1969	8,217	180.1	686.6	7,580	178.4	628.5	4,747	68.2	210.6	4,747	68.2	210.6
1970	8,084	303.7	660.3	7,527	303.7	622.1	5,248	66.4	309.3	5,248	66.4	309.3
% change -- variation %	- 1.6	68.6	- 3.8	- 0.7	70.2	- 1.0	10.6	- 2.6	46.9	10.6	- 2.6	46.9
Total International:												
1969	70,869	466.8	2,080.1	70,037	465.1	1,956.6	61,464	220.7	637.6	62,296	220.0	762.3
1970	76,549	618.9	2,456.1	75,168	618.9	2,389.0	70,757	315.0	816.9	71,945	315.3	869.7
% change -- variation %	8.0	32.6	18.1	7.3	33.1	22.1	15.1	42.7	28.1	15.5	43.3	14.1
All services -- Tous les services:												
1969	237,800	2,105.5	8,173.2	235,751	2,099.7	8,041.8	228,696	1,889.4	6,955.1	230,745	1,895.2	7,086.4
1970	275,664	2,378.4	8,921.2	273,400	2,374.6	8,843.1	269,475	1,956.9	7,251.3	271,739	1,960.7	7,329.4
% change -- variation %	15.9	13.0	9.2	16.0	13.1	10.0	17.8	3.6	4.3	17.8	3.5	3.4

Note: Additions for mail and cargo may not balance due to rounding.
Nota: Les additions du courrier et des marchandises peuvent être inexactes parce que les chiffres sont arrondis.

WINNIPEG INTERNATIONAL AIRPORT -- AÉROPORT INTERNATIONAL DE WINNIPEG

Scheduled International and Mainline Domestic Traffic

Trafic international à horaire fixe et trafic intérieur de ligne principale

Period covered - - période	Arriving load - - Charge à l'arrivée			Deplaned load - - Charge débarquée			Enplaned load - - Charge embarquée			Departing load - - Charge au départ		
January 1 to March 31 - - 1er janvier au 31 mars	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises
		thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres	
Domestic -- Intérieur:												
1969	149,255	2,397.7	7,789.3	108,337	1,493.1	3,634.4	107,680	1,342.8	3,291.0	148,751	2,250.8	7,471.5
1970	165,760	2,555.3	6,846.4	120,769	1,489.7	4,203.5	119,636	1,291.7	3,539.4	164,763	2,361.9	6,215.4
% change -- variation %	11.1	6.6	- 12.1	11.5	- 0.2	15.7	11.1	- 3.8	7.5	10.8	4.9	- 16.8
International:												
Transborder -- Transfrontalier:												
1969	12,844	226.0	552.9	12,844	226.0	552.9	12,995	46.1	92.8	12,995	46.1	92.8
1970	13,858	277.5	585.1	13,858	277.5	584.2	14,203	35.7	137.4	14,203	35.7	137.4
% change -- variation %	7.9	22.8	5.8	7.9	22.8	5.7	9.3	- 22.6	48.1	9.3	- 22.6	48.1
Other -- Autre:												
1969	1,122	8.5	59.4	450	3.1	30.4	398	0.6	3.5	917	2.7	6.9
1970	2,165	12.9	70.5	913	2.7	18.1	906	1.4	2.5	2,022	7.1	21.6
% change -- variation %	93.0	51.8	18.7	102.9	- 12.9	- 40.5	127.6	133.3	- 28.6	120.5	163.0	213.0
Total International:												
1969	13,966	234.5	612.3	13,294	229.1	583.3	13,393	46.7	93.6	13,912	48.8	99.7
1970	16,023	290.4	655.6	14,771	280.2	603.3	15,109	37.1	139.9	16,225	42.8	159.0
% change -- variation %	14.5	23.8	7.1	11.1	22.3	3.4	12.8	- 20.6	45.3	16.6	- 12.3	59.5
All services -- Tous les services:												
1969	163,221	2,632.2	8,401.6	121,631	1,722.2	4,217.7	121,073	1,389.5	3,387.3	162,663	2,299.6	7,571.2
1970	181,783	2,845.7	7,502.0	135,540	1,769.9	4,806.8	134,745	1,328.8	3,679.3	180,988	2,404.7	6,374.4
% change -- variation %	11.4	8.1	- 10.7	11.4	2.8	14.0	11.3	- 4.4	8.6	11.3	4.6	- 15.8

Note: Additions for mail and cargo may not balance due to rounding.
Nota: Les additions du courrier et des marchandises peuvent être inexactes parce que les chiffres sont arrondis.

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Aviation Statistics Centre/Centre des statistiques de l'aviation

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Vol. 2, No. 31
ASC-SB-3-7

July 1970 juillet
Preliminary -- Préliminaire

Aircraft Movement Statistics

Airports with DOT Air Traffic Control Towers

During June 1970, aircraft activity at the 46 airports with Department of Transport control towers amounted to 417,507 movements, 4,991 more than in the previous year, when there were 412,516 movements at 42 tower controlled airports. Itinerant movements totalled 187,829 (180,558) or 7,271 more than in June 1969. Local flights accounted for 219,279 movements which were 2,208 lower than during the same month of last year when there were 221,487 movements. Simulated approaches were 10,399 in June 1970, which were 72 lower than in June 1969.

For the sake of a more meaningful comparison of the data, the year-to date figures are added for this year and last year.

Inquiries related to the subject-matter should be directed to Department of Transport, Ottawa 4, Ontario. Attention: Aviation Statistics Centre, (DBS) Mr. Jan Bekooy (Telephone 992-2957).

Note: To facilitate comparisons, the 1969 figures are given in parentheses.

Statistiques relatives au mouvements des aéronefs
Aéroports avec tour de contrôle de la circulation aérienne du ministère des Transports

En juin 1970, les 46 aéroports dotés d'une tour de contrôle du ministère des Transport ont enregistré 417,507 mouvements, soit 4,991 de plus que le même mois de l'année dernière (412,516 mouvements dans 42 aéroports). Les mouvements itinérants ont été au nombre de 187,829 (180,558), soit une augmentation de 7,271 par rapport à juin 1969. Les mouvements locaux ont atteint 219,279 (221,487), soit 2,208 de moins que pendant le mois correspondant de l'année dernière. Il y avait 10,399 approches simulées soit 72 de moins qu'en juin 1969.

Afin de permettre la comparaison on a ajouté les resultats de la partie écoulée de l'année courante et ceux de la période correspondante de l'année dernière.

Toute demande de renseignement concernant la matière du présent bulletin doit être adressée au Ministère des Transports, Ottawa 4, Ontario, à l'attention du Centre des statistiques de l'aviation, (BFS) M. Jan Bekooy (Téléphone 992-2957).

Nota: Les résultats de 1969 sont donnés entre parenthèses aux fins de comparaison.

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oduced by the Aviation Statistics Centre, Transportation and Public Utilities Division, Dominion Bureau of Statistics,
behalf of the Department of Transport and the Canadian Transport Commission
digé par le Centre des statistiques de l'aviation, Division des transports et des services d'utilité publique, Bureau fédéral de la statistique,
ur le Ministère des Transports et la Commission canadienne des transports

Airports with Department of Transport Towers
Total Aircraft Movements by Class of Operation, June 1970

Aéroports avec tours de contrôle du ministère des Transports
Total des mouvements d'aéronefs, par classe de vol, juin 1970

Airports - - Aéroports	Total June - - juin 1969	June 1970 juin							Simulated approache - - Approches simulées
		Rank - - Rang	Total	Rank - - Rang	Itinerant - - Itinérant	Rank - - Rang	Local - - Locaux	Rank - - Rang	
Abbotsford	8,264		7,186		3,361		3,546	9	279
Baie Comeau	2,508		2,285		1,601		684		-
Brandon	5,826		4,318		1,479		2,836		3
Buttonville	18,330	5	19,477		4,326	2	15,010		141
Calgary International	18,985	4	19,719	7	6,691	3	12,670	8	358
Cartierville	9,893		1,113		533		580		-
Edmonton Industrial	20,299	7	17,917	6	7,972	7	9,854		91
Edmonton International	4,438		5,314		2,515		2,043	4	756
Fort St. John	3,156		2,063		1,514		532		17
Fredericton	6,842		3,973		2,445		1,498		30
Gander International	8,501		8,010		2,155		5,733		122
Halifax International	6,273		6,227		2,886		3,307		34
Hamilton City	16,051	9	16,473		4,215	5	11,799	6	459
Kamloops	6,570		4,300		3,150		1,129		21
Lethbridge	4,289		3,417		1,381		1,988		48
London	9,539		9,274		3,885		5,234		155
Moncton	9,465		5,640		2,227		3,208		205
Montreal International	25,794	2	25,280	2	14,207	8	9,704	2	1,369
North Bay	4,804		7,549		3,985		3,304	10	260
Oshawa	-		10,588		3,334		7,201		53
Ottawa International	17,576	8	17,672	5	8,339	10	8,444	3	889
Penticton	-		2,756		1,737		1,018		1
Pitt Meadows	16,086	10	15,439		4,617	6	10,822		-
Port Hardy	1,799		1,318		1,077		230		11
Prince George	4,081		4,552		2,646		1,903		3
Quebec	10,162		9,153	9	5,237		3,799		117
Regina	10,281		8,082		3,405		4,614		63
Saint John	3,897		2,606		1,524		942		140
St. Andrews	9,385		10,757		2,065	9	8,692		-
St. Hubert	28,568	1	34,318	4	9,110	1	24,793	7	415
St. Jean	2,857		6,404		2,463		3,847		94
St. John's	1,253		3,810		1,370		2,388		52
Saskatoon	10,020		4,809		2,730		2,018		61
Sept-Iles	4,782		3,482		2,408		1,056		18
Springbank	-		4,957		813		4,144		-
Sydney	1,076		1,001		799		166		36
Thunder Bay	4,296		5,646		2,340		3,273		33
Toronto International	18,798	3	19,862	1	16,185		1,003	1	2,674
Toronto Island	20,045	6	18,602	8	6,204	4	12,398		-
Vancouver International	16,897		14,178	3	12,968		1,022		188
Victoria International	11,076		9,841	10	4,935		4,695		211
Wabush	1,009		1,448		690		739		19
Waterloo-Wellington	-		8,187		3,001		5,124		62
Whitehorse	6,491		7,554		2,926		4,547		81
Windsor	6,001		6,311		2,495		3,565		251
Winnipeg International	16,253		14,639	4	11,883		2,177	5	579
June 1970 towers 46 tours			417,507		187,829		219,279		10,399
juin 1969 tours 42 towers			412,516		180,558		221,487		10,471
1970 Jan. to June cumulative			2,213,349		933,701		1,213,837		65,811
1969 janv. à juin cumulatif			2,107,874		871,903		1,167,971		68,000

BULLETIN de service

275 SLATER, OTTAWA 4, ONTARIO

Aviation Statistics Centre/Centre des statistiques de l'aviation

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Preliminary -- Préliminaire

Government Publications

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International Air Charter Statistics

On January 1, 1970, a new survey of International Air Charter Statistics was implemented. Quarterly reports are now submitted by Canadian and Foreign Air Carriers, both scheduled and non-scheduled, to the Aviation Statistics Centre of the Dominion Bureau of Statistics. The information submitted covers the charter activities of all air carriers between Canada and other countries using aircraft with a gross take-off weight on wheels in excess of 18,000 lbs. and performed under the authority of the Air Transport Committee of the Canadian Transport Commission.

This service bulletin presents a summary of origin and destination data for the first quarter of 1970. Some of the concepts used in the development of the statistics are explained overleaf.

Unfortunately, no strictly comparable statistics are available for 1969. Data for previous years, released by the Air Transport Committee was based on the seating capacities of flights approved to take place between Canada and Europe. This report is based on actual loads transported between Canada and the rest of the world.

A much more expanded version of the data presented in this service bulletin will be released shortly in a new DBS quarterly publication, "International Air Charter Statistics", catalogue no. 51-003, available from the Queen's Printer at an annual subscription cost of $2.00. It is expected that future issues of this publication will be more timely, as respondents increase their familiarity with the reporting systems.

For further information re this Service Bulletin, please contact Mr. Doug Rankin of the Aviation Statistics Centre, (Tel. 613-992-2332).

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Statistique internationale des affrètements aériens

Une nouvelle enquête, visant à établir la statistique internationale des affrètements aériens, a été lancée le 1er janvier 1970. Une fois par trimestre, les transporteurs aériens canadiens et étrangers envoient un rapport au Centre de la statistique de l'aviation du Bureau fédéral de la statistique. Les renseignements fournis portent sur les affrètements de tous les transporteurs aériens entre le Canada et le reste du monde au moyen d'aéronefs dont le poids brut au décollage est supérieur à 18,000 livres et qui sont organisés avec l'autorisation du Comité des transports aériens de la Commission canadienne des transports.

Le présent bulletin contient une récapitulation des données sur la provenance et la destination de ces vols pour le premier trimestre 1970. On trouvera, au verso, une explication de la terminologie employée dans le présentation des statistiques.

Malheureusement, il n'a pas été possible, pour l'année 1969, de présenter des données comparables avec celles des années précédentes. Avant 1969, les données publiées par le Comité des transports aériens étaient établies en fonction de la capacité en sièges des vols autorisés entre le Canada et l'Europe. Les statistiques du présent bulletin portent sur les quantités réelles de passagers et de marchandises transportées entre le Canada et le reste du monde.

Une version plus étoffée de ces données sera présentée sous peu dans un nouveau bulletin trimestriel intitulé "Statistique internationale des affrètements internationaux" (nº de catalogue du B.F.S. 51-003). On peut s'y abonner ($2 pour une année) chez l'Imprimeur de la Reine. On prévoit que les prochaines livraisons de ce bulletin paraîtront dans des délais plus raisonnables: les déclarants se seront d'ici là habitués au questionnaire.

Pour obtenir de plus amples renseignements au sujet du présent bulletin, s'adresser à M. Doug Rankin, Centre de la statistique de l'aviation (nº de téléphone 613-992-2332).

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oduced by the Aviation Statistics Centre, Transportation and Public Utilities Division, Dominion Bureau of Statistics,
behalf of the Department of Transport and the Canadian Transport Commission
édigé par le Centre des statistiques de l'aviation, Division des transports et des services d'utilité publique, Bureau fédéral de la statistique,
our le Ministère des Transports et la Commission canadienne des transports

International Air Charter Statistics
Origin & Destination, 1st Quarter, 1970

Statistique internationale des affrètements aériens
Origine et destination, 1er trimestre, 1970

Origin & Destination — Origine et destination		Passengers — Passagers	Total
CANADA-ASIA			
Vancouver	- Tokyo	738	
Toronto	- Tokyo	750	
			1,488
Other — autre Canada	- Asia	708	
			2,196
CANADA-EUROPE			
Montreal	- Rome	798	
	- Zurich	572	
	- Other — autre Europe	1,365	
			2,735
Ottawa	- Europe	640	
			640
Vancouver	- Amsterdam	460	
	- London	1,445	
	- Other — autre Europe	469	
			2,374
Calgary	- Europe	1,222	
			1,222
Toronto	- Rome	891	
	- Munich	814	
	- Prestwick	1,361	
	- London	5,000	
	- Frankfurt	622	
	- Amsterdam	3,117	
	- Las Palmas	977	
	- Other — autre Europe	2,946	
			15,728

International Air Charter Statistics
Origin & Destination, 1st Quarter, 1970 - Continued

Statistique internationale des affrètements aériens
Origine et destination, 1er trimestre, 1970 - suite

Origin & Destination — Origine et destination		Passengers — Passagers	Total
CANADA-EUROPE - Concluded — fin			
Edmonton	- Amsterdam	512	
	- Other — autre Europe	336	
			848
Other — autre Canada	- Europe	779	
			779
Europe	- Toronto	1,545	
	- Other — autre Canada	1,410	
			2,955
Total - Canada-Europe		24,326	
Europe-Canada		2,955	
			27,281
CANADA-PACIFIC			
Toronto	- Honolulu	3,031	
Winnipeg	- Honolulu	960	
Saskatoon	- Honolulu	434	
Calgary	- Honolulu	1,184	
Abbotsford	- Honolulu	149	
Montreal	- Honolulu	2,040	
Vancouver	- Honolulu	5,136	
Edmonton	- Honolulu	3,494	
			16,428

International Air Charter Statistics
Origin & Destination, 1st Quarter, 1970 - Continued

Statistique internationale des affrètements aériens
Origine et destination, 1er trimestre, 1970 - suite

Origin & Destination — Origine et destination		Passengers — Passagers	Total
CANADA-SOUTHERN			
Vancouver	- Mazatlan	1,125	
	- Puerto Vallarta	600	
	- Mexico City	630	
			2,355
Montreal	- Pointe à Pître	1,071	
	- Port au Prince	586	
			1,657
Toronto	- Nassau	1,184	
	- Mexico City	1,460	
	- Port of Spain	623	
	- Bridgetown	5,593	
	- Puerto Vallarta	870	
	- Montego Bay	2,238	
	- Freeport	812	
	- Other — autre Southern	849	
			13,629
Windsor	- Freeport	3,079	
	- Other — autre Southern	1,349	
			4,428
Winnipeg	- Puerto Vallarta	2,083	
			2,083
Other — autre Canada	- Southern	873	
			873
Total - Canada-Southern			25,025
CANADA-CONTINENTAL U.S.A.			
Toronto	- Las Vegas	817	
	- Miami	316	
	- Waterloo, Iowa	334	
	- Moline	522	
	- Other — autre U.S.A.	2,132	
			4,121

International Air Charter Statistics
Origin & Destination, 1st Quarter, 1970 - Concluded

Statistique internationale des affrètements aériens
Origine et destination, 1er trimestre, 1970 - fin

Origin & Destination — Origine et destination		Passengers — Passagers	Total
CANADA-CONTINENTAL U.S.A.			
Montreal	- Las Vegas	483	
	- New York	520	
	- Boston	391	
	- Miami	1,435	
	- West Palm Beach	691	
	- Other — autre U.S.A.	1,438	
			4,958
Vancouver	- Las Vegas	924	
	- Other — autre U.S.A.	38	
			962
Edmonton	- Las Vegas	732	
	- Other — autre U.S.A.	400	
			1,132
Winnipeg	- Las Vegas	1,698	
	- Other — autre U.S.A.	171	
			1,869
Calgary	- Las Vegas	1,249	
	- Other — autre U.S.A.	340	
			1,589
Other — autre Canada - U.S.A.			1,417
U.S.A.	- Toronto	830	
	- Montreal	1,077	
	- Canada	951	
			2,858
Total - Canada-U.S.A.		16,048	
U.S.A.-Canada		2,858	
			18,906

CONCEPTS

The Origin and Destination data is summarized under six main areas of service:

1. Africa
2. Asia
3. Continental U.S.A. - which includes Alaska
4. Europe - which includes Turkey and the Canary Islands
5. Southern - which includes the Caribbean, Mexico and South America
6. Pacific - which includes Hawaii

Passengers on round trips are double counted at the point of origin bound for the destination. e.g. for a flight Montreal-Paris-Montreal carrying 150 passengers, the data is presented as 300 passengers originating at Montreal for a destination of Paris. In this fashion it is possible to segregate Canadian based passengers from foreign based passengers.

Full details of the concepts and definitions used will be presented in the aforementioned DBS publication.

EXPLICATION

Les statistiques sur la provenance et la destination de vols sont données pour les régions géographiques suivantes:

1. Afrique
2. Asie
3. États-Unis du continent (l'Alaska compris)
4. Europe (Turquie et les Îles Canaries comprises)
5. Sud (les Antilles, le Mexique et l'Amérique du Sud compris)
6. Pacifique (les îles Hawaii comprises)

Les passagers qui effectuent un vol aller-retour sont comptés deux fois au lieu d'origine; par exemple, pour un vol Montréal-Paris-Montréal avec 150 passagers, les données indiqueront 300 passagers en provenance de Montréal et à destination de Paris. De cette manière, il est possible de distinguer les passagers résidant au Canada des passagers résidant à l'étranger.

La terminologie et les définitions seront présentées in extenso dans le bulletin du B.F.S. susmentionné.

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Aviation Statistics Centre/Centre des statistiques de l'aviation

ol. 2, No. 33
SC-SB-1-4

August 1970 Août

NEW DBS REPORT ON AIR PASSENGER ORIGIN AND DESTINATION

A new annual report on airline revenue passenger origin and destination dealing with the travel habits and patterns of passenger usage of commercial air services is now available from the Aviation Statistics Centre of the Dominion Bureau of Statistics. The first report gives O & D data for 1968.

This report is designed for use by airlines, airports, manufacturers of aircraft and aircraft engines, consultants and research organizations, chambers of commerce, hotels, travel organizations, government aviation authorities and other government departments and agencies.

Typical uses made of the data are: route planning and development; general economic analyses in air transportation, including forecasting; airport planning; sales administration and travel promotion; schedule planning; airline investment analyses; development of new aircraft and aircraft engine designs; airways planning; and studies in tourism, travel and immigration.

Statistics in this report are based on a revenue passenger origin-destination survey conducted by the Aviation Statistics Centre of DBS for the Air Transport Committee of the Canadian Transport Commission.

The data summarized in this report are drawn from passenger coupons. A 10 per cent continuous systematic sample is employed by Air Canada and CP Air and a 20 per cent by all other carriers. The 10 per cent sample is based on coupons lifted which have a

NOUVELLE PUBLICATION DU BFS, BULLETIN SUR L'ORIGINE ET LA DESTINATION DES PASSAGERS AERIENS

Le Centre des statistiques de l'aviation du BFS vient de publier un bulletin contenant des données inédites sur l'origine et la destination des passagers payants; ce nouveau bulletin annuel dégage le comportement et les trajets types des passagers qui empruntent des lignes aériennes commerciales. Le premier numéro représente les données sur l'origine et la destination des passagers en 1968.

Cette publication est destinée aux compagnies aériennes, aux aéroports, aux constructeurs d'aéronefs et de moteurs d'avion, aux bureaux d'experts-conseils et de recherche, aux chambres de commerce, à l'hôtellerie, aux agences de voyage, aux ministères intéressés par les problèmes aéronautiques et à d'autres ministères et organismes publics.

Ces données servent surtout pour la planification et le développement des routes aériennes; l'analyse économique d'ensemble des transports aériens et les prévisions qui s'y rapportent; la planification des aéroports; l'administration des ventes et la publicité touristique; les prévisions d'horaires; l'analyse des investissements des compagnies aériennes; le développement de nouvelles techniques en matière d'aéronefs et de moteurs d'aviation; la planification des lignes aériennes et les études sur le tourisme, les voyages et l'immigration.

Les statistiques publiées dans ce bulletin sont tirées des résultats de l'enquête sur l'origine et la destination des passagers payants; cette enquête avait été menée par le Centre des statistiques de l'aviation du BFS pour le compte du Comité des transports aériens de la Commission canadienne des transports.

Ce bulletin résume les données obtenues à partir des volets des billets de passage. Air Canada et CP Air prélèvent un échantillon systématique continu de 10 p. 100; les autres transporteurs ont recours à un échantillon de 20 p. 100. L'échantillon de 10 p. 100 porte sur tous les

8705-501

Produced by the Aviation Statistics Centre, Transportation and Public Utilities Division, Dominion Bureau of Statistics, on behalf of the Department of Transport and the Canadian Transport Commission
Rédigé par le Centre des statistiques de l'aviation, Division des transports et des services d'utilité publique, Bureau fédéral de la statistique, pour le Ministère des Transports et la Commission canadienne des transports

number ending in "0", the 20 per cent sample also includes coupons ending in "5". To avoid duplication, carriers are instructed to report only if they are the first participating carrier to lift a coupon.

The scheduled carriers participating in the current survey are Air Canada, CP Air, Eastern Provincial Airways, Pacific Western Airlines, Quebecair and Transair. Non-scheduled carriers participating are Nordair and Norcanair.

This report which is limited to "mainline" revenue passenger traffic, presents statistics in two parts: Part 1 deals with domestic or intraCanada traffic; Part 2 is concerned with the volume of passenger traffic originating at Canadian cities, regardless of the ultimate destination.

The first issue of the publication (DBS Catalogue No. 51-204) is now available. An order from is attached.

A second, companion report (DBS Catalogue No. 51-205) dealing with Canada-U.S.A. origin and destination data will be issued at a later date. It will be the first comprehensive report covering this area of statistics.

Enquiries relating to the data may be directed to the Aviation Statistics Centre, (D.B.S.) 275 Slater Street, Ottawa 4, Ontario. Attention: Mr. G.C. Coleman or Mr. A.R. Turner (Telephone 613-992-2332).

volets qui ont été détachés et dont le numéro termine par "0"; l'échantillon de 20 p. 100 prend en plus les volets dont le numéro se te par "5". Afin d'éviter tout double emploi, l répondants ne doivent tenir compte que des vo qu'ils ont été les premiers à détacher.

Les transporteurs suivants, qui exploi des services à horaires fixes, participent à l'enquête: Air Canada, CP Air, Eastern Provi Airways, Pacific Western Airlines, Québécair Transair. Nordair et Norcanair, qui n'exploi pas de services à horaires fixes participent également à l'enquête.

Le bulletin présente des statistiques limitant au transport-voyageur payant sur les "lignes principales"; il comprend deux partie la première traite du trafic intérieur et la deuxième du volume du transport-voyageur qui pour origine une ville canadienne, quelle que soit sa destination.

On peut se procurer dès maintenant le premier numéro de ce bulletin (nº de catalogu 51-204); un bulletin d'abonnement est ci-join

On publiera ultérieurement un complém à ce bulletin (nº de catalogue 51-205). Il traitera de l'origine et de la destination au Canada et aux Etats-Unis. Ce sera le premier bulletin statistique complet dans ce domaine.

Pour tout renseignement au sujet des données, adressez-vous au Centre des statisti de l'aviation (B.F.S.), 275, rue Slater, Otta (Ontario), à l'attention de M. G.C. Coleman o M. A.R. Turner (Téléphone 613-992-2332).

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Aviation Statistics Centre/Centre des statistiques de l'aviation

Vol. 2, No. 335
ASC-SB-4-12

August 1970 août

Civil Aviation - June 1970

Operations of Transcontinental and Regional Air Carriers

Preliminary figures for the month of June reported by the seven largest Canadian airlines have been tabulated to show a comparison between results for similar periods in 1970 and 1969.

It should be noted when comparing figures for the month and the year-to-date of 1970 with those for 1969 that a labour dispute resulted in Air Canada not operating from May 20 to June 20, 1969. This situation placed unusual demands on other airlines in Canada and reports for the period showed lower than normal totals. Therefore, comparisons of figures for the two years tend to indicate changes of an abnormal nature.

Year-to-date figures for 1970 demonstrate that as a group the seven airlines have increased activities and improved their financial position in comparison with 1969 operations. Gains of 27 per cent in scheduled service passenger-miles and 60 per cent in charter passenger-miles are reflected in a 25 per cent gain in operating revenues. Although operating expenses rose by 24 per cent operating income for the six months almost doubled to $6 million.

Enquiries concerning the material presented should be directed to the Aviation Statistics Centre, Attention: Mr. K.J. Marks or Mr. W. Burr, (Telephone 992-2957 or 996-4728).

Aviation civile - juin 1970

Activité des transporteurs transcontinentaux et régionaux

Les chiffres préliminaires fournis par les sept principales compagnies aériennes du Canada pour le mois de juin ont été disposés de manière à permettre la comparaison avec les résultats de 1970 et de 1969.

En comparant les statistiques du mois de juin et de la période janvier-juin 1970, avec celles des périodes correspondantes de 1969, il faudra tenir compte du fait qu'un conflit du travail a paralysé l'activité d'Air Canada du 20 mai au 20 juin 1969. Il en est résulté que les autres compagnies ont été soumises à des pressions inhabituelles et que l'activité globale a été inférieure à la normale en 1969. Par conséquent, les comparaisons d'une année à l'autre tendent à faire ressortir des variations anormales.

Les chiffres de la période janvier-juin 1970 montrent que, dans l'ensemble, les sept compagnies aériennes ont accru le volume de leurs activités et amélioré leur situation financière par rapport à 1969. Des asscroissements de 27 p. 100 du nombre de passagers-milles à bord d'aéronefs à horaire fixe et de 60 p. 100 du nombre de passagers-milles en vols d'affrètement ont amené une augmentation de 25 p. 100 des recettes d'exploitation. Les dépenses d'exploitation se sont accrues de 24 p. 100, mais le revenu d'exploitation pour les six mois a presque doublé pour atteindre 6 millions de dollars.

Pour obtenir de plus amples renseignements, s'adresser à M. K.J. Marks ou à M. W. Burr, du Centre des statistiques de l'aviation (992-2957 ou 996-4728).

8705-501

oduced by the Aviation Statistics Centre, Transportation and Public Utilities Division, Dominion Bureau of Statistics,
behalf of the Department of Transport and the Canadian Transport Commission
digé par le Centre des statistiques de l'aviation, Division des transports et des services d'utilité publique, Bureau fédéral de la statistique,
ur le Ministère des Transports et la Commission canadienne des transports

Operations of Transcontinental and Regional Air Carriers
June 1970 Preliminary Data

Exploitation des transporteurs transcontinentaux et regionaux
Juin 1970 - Résultats provisoires

	Air Canada	CP Air	June — juin 1970 — Five regional carriers(1) — Cinq transporteurs régionaux(1)	Total(2)	June — juin 1969 total	Jan.-June — janv.-juin 1970 total	Jan.-June — janv.-juin 1969 total	% change — Variation en % 1970 cum. V's 1969 cum.	
	(Thousands — En milliers)								
Operating statistics:									Exploitation:
Unit toll - Passenger-miles ..	640,585	221,030	46,704	908,319	763,953	4,468,620	3,518,922	+ 27.0	Taxe unitaire - Passagers-milles
Goods ton-miles ..	17,587	4,036	1,713	23,336	19,349	134,250	114,610	+ 17.1	Tonnes-milles de marchandises
Mail ton-miles ...	1,684	599	182	2,465	2,674	17,656	16,960	+ 4.1	Tonnes-milles de courrier
Charter - Hours flown	2	--	4	6	6	27	24	+ 12.5	Vols d'affrètement - Heures de vol
Passenger-miles	88,860	38,507	56,359	183,726	127,754	459,535	287,402	+ 59.9	Passagers-milles
Goods ton-miles	353	—	1,781	2,134	4,998	19,599	18,514	+ 5.9	Tonnes-milles de marchandises
Fuel consumption: (gallons)									Consommation de combustible: (gallons)
Turbo and jet fuel	29,548	9,614	4,242	43,404	38,480	226,722	178,934	+ 26.7	Combustible pour turbomoteurs et moteurs à réaction
Gasoline	—	8	460	468	605	2,846	5,065	- 43.8	Essence
Financial statistics:									Statistiques financières:
Operating revenues ..... $	45,140	14,114	8,028	67,282	57,765	332,361	267,040	+ 24.5	Recettes d'exploitation
Operating expenses ..... $	39,014	12,394	7,578	58,986	49,793	326,306	263,905	+ 23.6	Dépenses d'exploitation
Operating income (loss) .... $	6,126	1,720	450	8,296	7,972	6,055	3,135	+ 93.1	Revenu d'exploitation

(1) Eastern Provincial Airways, Nordair, Pacific Western Airlines, Quebecair and Transair — Eastern Provincial Airways, Nordair, Pacific Western Airlines, Québecair et Transair.

(2) Operations of the seven carriers represented in totals normally account for more than 85% of the revenues and expenses of the Canadian air transport industry. — Ces sept compagnies enregistrent habituellement plus que 85 p. 100 de toutes les recettes et dépenses d'exploitation de l'industrie des transports aériens au Canada.

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Aviation Statistics Centre/Centre des statistiques de l'aviation

Vol. 2, No. 34
ASC-SB-3-8

August 1970 Août

Preliminary

Aircraft Movement Statistics for month of July 1970 Airports with DOT Air Traffic Control Towers

In this summary, the aircraft movements are those that occurred only at airports with Air Traffic Control Towers operated by the Department of Transport. The statistical series must be interpreted against the background that there were 47 of these airports in July 1970 and only 43 of them in July 1969.

Total aircraft movements in July 1970 which were 448,695 represented a reduction of 42,496 or 8.6 per cent in contrast with the 491,191 total movements recorded for July 1969. Itinerant movements were lower this month by 8,217 or 4.1 per cent at 190,399 compared with 198,616 in respect of July last year. Local movements were down to 251,668 in July of 1970 representing 30,965 or 11.0 per cent fewer local movements than the 282,633 that occurred during the same month the year before. Simulated approaches which were 9,942 in July 1969 moved lower in July this year to 6,628, a decrease of 3,314 or 33.3 per cent.

For the period January to July 1970, total aircraft movements moved up by 62,979 or 2.4 per cent to 2,662,044 in contrast with 2,599,065 recorded for the same period in 1969. Itinerants were 1,124,100 for these 7 months this year compared with 1,070,519 for this period last year, a gain of 53,581 or 5.0 per cent for the same months in 1969. The cumulative total for January to July 1970 in respect of local movements reached 1,465,-505, up 14,901 or 1.0 per cent over the same period last year. Simulated Approaches totalled 72,439 for the first 7 months of this year while for the same months last year they were 77,942 representing a decrease of 5,503 or 7.0 per cent for January to July 1970.

Direct inquiries to: Dept. of Transport, Ottawa, Ont. Att.: Aviation Statistics Centre, (DBS) Mr. J. Bekooy (Telephone 992-2957).
8705-501

Préliminaire

Statistiques relatives au mouvements des aéronefs juillet 1970 Aéroports avec tour de contrôle du ministère des Transports

Dans ce sommaire, on ne considère comme mouvements d'aéronefs que les mouvements enregistrés par une tour de contrôle du ministère des Transports. Il ne faut pas oublier, en consultant ces statistiques, qu'il y avait 47 aéroports en juillet 1970 contre 43 en juillet 1969.

En juillet 1970, le nombre total de mouvements d'aéronefs a été de 448,695, soit 42,496 ou 8.6 p. 100 de moins qu'en juillet 1969 (491,191). Le nombre de mouvements itinérants a été de 190,399, soit 8,217 ou 4.1 p. 100 de moins qu'en juillet 1969 (198,616). Le nombre de mouvements locaux est tombé à 251,668 soit une diminution de 30,965 ou de 11.0 p. 100 par rapport aux 282,633 mouvements enregistrés en juillet 1969. Le nombre d'approches simulées a été de 6,628, soit 3,314 ou 50.0 p. 100 de moins qu'en juillet 1969.

Depuis le début de l'année, le nombre total de mouvements d'aéronefs a été de 2,662,044, soit 62,979 ou 2.4 p. 100 de plus que pour la période janvier-juillet 1969 (2,599,065). Le nombre de mouvements itinérants a été de 1,124,100, soit 53,581 ou 5.0 p. 100 de plus que pour la période janvier-juillet 1969 (1,070,519). Le nombre total de mouvements locaux a été de 1,465,-505, soit 14,901 ou 1.0 p. 100 de plus que pour la période janvier-juillet 1969. Le nombre d'approches simulées a été de 72,439, soit 5,503 ou 7.0 p. 100 de moins que pour la période janvier-juillet 1969 (77,942).

Pour obtenir de plus amples renseignements, s'adresser à M. J. Bekooy du Centre des statistiques de l'aviation, ministère des Transports, Ottawa 4, Ont. (Téléphone 992-2957).

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behalf of the Department of Transport and the Canadian Transport Commission
édigé par le Centre des statistiques de l'aviation, Division des transports et des services d'utilité publique, Bureau fédéral de la statistique,
our le Ministère des Transports et la Commission canadienne des transports

Airports with Department of Transport Towers
Total Aircraft Movements by Class of Operation, July 1970

Aéroports avec tours de contrôle du ministère des Transports
Total des mouvements d'aéronefs, par classe de vol, juillet 1970

Airports — Aéroports	Total July — juillet 1969	July 1970 juillet						Simulated approache — Approches simulées
		Rank — Rang	Total	Rank — Rang	Itinerant — Itinérant	Rank — Rang	Local — Locaux	Rank — Rang	
Abbotsford	9,005		6,320		3,202		3,002		116
Baie Comeau	2,517		2,230		1,591		639		—
Brandon	9,122		6,840		1,745		5,090		5
Buttonville	24,176	9	16,078		3,718	6	12,275		85
Calgary International	20,385	2	22,304	7	7,915	4	14,094	7	295
Cartierville	9,149		366		188		178		—
Edmonton Industrial	21,642	5	20,739	5	8,290	5	12,388		61
Edmonton International	4,216		4,823		2,416		1,766	4	641
Fort St. John	2,319		1,839		1,466		372		1
Fredericton	5,754		3,824		2,314		1,474		36
Gander International	13,980		7,799		2,467		5,286		46
Halifax International	5,911		7,590		3,882		3,582		126
Hamilton City	19,768	10	15,484		3,358	7	11,551	5	575
Kamloops	7,361		6,724		4,521		2,190		13
Lethbridge	5,275		4,300		1,504		2,726		70
London	16,776		15,272		3,886	8	11,307		79
Moncton	13,741		11,445		2,590		8,646	9	209
Montreal International	25,625	3	21,919	2	14,097		7,018	1	804
North Bay	5,865		5,550		2,883		2,391	8	276
Oshawa	—		8,791		2,023		6,745		23
Ottawa International	18,498	8	16,773	8	7,780		8,230	2	763
Penticton	—		3,343		2,267		1,074		2
Pitt Meadows	20,595	4	21,430	10	5,754	2	15,674		2
Port Hardy	1,761		1,461		1,261		188		12
Prince George	5,268		4,314		2,546		1,768		—
Quebec	13,330		11,381		5,486		5,788		107
Regina	16,445		13,685		3,952	9	9,594		139
Saint John	3,307		1,861		1,304		478		79
St. Andrews	9,616		11,023		1,949	10	9,074		—
St. Hubert	39,642	1	32,118	6	8,085	1	23,841	10	192
St. Jean	5,209		6,971		2,161		4,748		62
St. John's	1,599		3,752		1,673		2,059		20
Saskatoon	8,864		5,931		3,221		2,668		42
Sault Ste. Marie	—		1,438		890		548		—
Sept-Iles	4,175		3,251		2,382		851		18
Springbank	—		5,190		987		4,203		—
Sydney	1,338		2,132		1,074		1,044		14
Thunder Bay	5,320		5,838		2,096		3,736		6
Toronto International	20,931	7	19,604	1	16,277		2,654	3	673
Toronto Island	22,779	6	20,195		5,549	3	14,646		—
Vancouver International	19,565		15,287	3	13,765		1,363		159
Victoria International	12,810		13,005	9	5,904		6,924		177
Wabush	1,253		1,028		782		246		—
Waterloo-Wellington	8,267		7,108		2,330		4,712		66
Whitehorse	6,352		9,091		3,353		5,684		54
Windsor	5,824		7,101		2,371		4,567		163
Winnipeg International	15,856		14,147	4	11,144		2,586	6	417
July 1970 towers 47 tours			448,695		190,399		251,668		6,628
Juillet 1969 tours 43 towers			491,191		198,616		282,633		9,942
1970 Jan. to July cumulative			2,662,044		1,124,100		1,465,505		72,439
1969 janv. à juillet cumulatif			2,599,065		1,070,519		1,450,604		77,942

Government

BULLETIN de service

275 SLATER, OTTAWA 4, ONTARIO

Aviation Statistics Centre/Centre des statistiques de l'aviation

Vol. 2, No. 36
ASC-SB-4-13

August 1970 août

Aircraft Fleet Canadian Commercial Air Carriers as of July 15, 1970

Fleet Reports from all Canadian companies licensed to perform commercial air services have been compiled and tabulated. The numbers shown represent the number of aircraft with certificates of airworthiness which were available for commercial air services on July 15, 1970

Enquiries concerning the material presented should be directed to the Aviation Statistics Centre, Attention: Mr. K.J. Marks or Mr. W. Burr, (Telephone 992-2957 or 996-4728).

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Flotte aérienne de transport commercial du Canada 15 juillet 1970

La flotte aérienne de l'ensemble des sociétés canadiennes autorisées à faire le transport commercial aérien a été recensée et mise en tableau. Le nombre d'avions indiqué est celui des appareils ayant un certificat de navigabilité valable au 15 juillet 1970.

Pour obtenir de plus amples renseignements, s'adresser à M. K.J. Marks ou à M. W. Burr, du centre des statistiques de l'aviation (992-2957 ou 996-4728).

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8705-501

oduced by the Aviation Statistics Centre, Transportation and Public Utilities Division, Dominion Bureau of Statistics,
behalf of the Department of Transport and the Canadian Transport Commission
édigé par le Centre des statistiques de l'aviation, Division des transports et des services d'utilité publique, Bureau fédéral de la statistique,
our le Ministère des Transports et la Commission canadienne des transports

Table 1. Group AA Fixed-Wing Aircraft

Tableau 1. Avions à voilure fixe du groupe AA

Manufacturer — Constructeur	Model — Type	Number — Nombre
Hawker Siddley	Argosy	2
Douglas	A26	3
Hawker Siddley	748	2
BAC	111	2
Bristol 170	Freighter	5
Boeing	Fortress	1
	707 120 series — série	2
	707 320 series — série	2
	B-727	3
	B-737	18
Convair	Metropolitan	3
	640	3
Curtiss	C46	4
Handley Page	Dart Herald	3
Douglas	DC-4	13
	DC-6	3
	DC-6B	4
	DC-8 40 series — série	16
	DC-8 50 series — série	11
	DC-8 60 series — série	23
	DC-9	36
Fairchild	F27	6
Grumman	Gulfstream II	1
Lockheed	Hercules	3
Martin	Mars	2
Vickers	Viscount	32
	Vanguard	12
Nihon	YS-11	2
Group AA — Total — Groupe AA		217

Table 2. Group A Fixed-Wing Aircraft

Tableau 2. Avions à voilure fixe du groupe A

Manufacturer — Constructeur	Model — Type	Number — Nombre
Consolidated	CANSO	26
Douglas	DC-3	60
Dassault	Falcon Fan Jet	1
Grumman	Avenger	3

Table 2. Group A Fixed-Wing Aircraft - Concluded

Tableau 2. Avions à voilure fixe du groupe A - fin

Manufacturer — Constructeur	Model — Type	Number — Nombre
Grumman	Gulfstream	1
Hawker Siddley	HS25	4
Lockheed	Lodestar	5
Nord	ND62	4
Group A — Total — Groupe A		104

Table 3. Group B Fixed-Wing Aircraft

Tableau 3. Avions à voilure fixe du groupe B

Manufacturer — Constructeur	Model — Type	Number — Nombre
Aero Commander	Jet Commander	4
	Commander AC50	1
	Commander AC52	2
	Super Commander AC68	12
	Alti-Cruiser AC72	1
Avro (Federal)	Anson	3
Beech	BE11	1
	Expeditor	20
	Bonanza	2
	Twin Bonanza	2
	Baron	3
	Queen Air	1
	Super 18	61
	Queen Air 80/A80	3
	King Air	1
	Travelair	14
Barkley Grow	BG8	1
Bellanca	Skyrocket BL31	1
	Aircruiser	1
Britten Norman	Islander BN2	6
Boeing	Stearman	15
Callair	Cadet CA1	3
	CA56	6
Cessna	C177	1
	C180	271
	Skylane C182	15
	Skywagon C185	113
	Agwagon C188	5

Table 3. Group B Fixed-Wing Aircraft - Continued

Tableau 3. Avions à voilure fixe du groupe B - suite

Manufacturer — Constructeur	Model — Type	Number — Nombre
Cessna	C195	2
	C205	1
	Super Skywagon C206	32
	C210	3
	Twin Cessna C320	22
	Skyknight C320	5
	Skymaster C336	1
	Cessna 337	12
	Cessna 401	2
	Cessna 402	7
	Cessna 411	1
	C421	2
De Havilland	Beaver	168
	Otter	61
	Dove (Devon)	1
	Twin Otter	21
Dornier	28	5
Helio	Courrier	1
	Super Courrier	1
Fairchild	Husky	4
Found Bros.	2C	14
Grumman	Avenger	17
	Ag-Cat	3
	Goose	14
	S.C.A.N.	1
	Widgeon/Super Widgeon	4
	Mallard	3
Lear	Lear Jet-23	3
Lockheed	Electra 10 and 12	1
Mooney	Mark 20	4
	M021	1
Mitsubishi	MU2	3
North American	Harvard	8
Navion	Recruiter	1
Noorduyn	Norseman N04	5
	Norseman N05	34
	Norseman N06	9
Piper	Apache/Aztec	125
	Comanche	5
	Pawnee	20
	Cherokee	5
	Twin Comanche	17
	Navajo	11
	Cherokee Six	6
Pilatus	Turbo Porter PC6A	1
Piaggio	Royal Gull	1

Table 3. Group B Fixed-Wing Aircraft - Concluded

Tableau 3. Avions à voilure fixe du groupe B - fin

Manufacturer — Constructeur	Model — Type	Number — Nombre
Republic	Seabee	2
United Consult	Twin Bee	1
Scottish	Twin Pioneer	1
Short	Skyvan	2
Stinson	ST10	7
Snow Commander	SW2	11
Waco	—	1
Howard	—	2
Group B — Total — Groupe B		1,264

Table 4. Group C Fixed-Wing Aircraft

Tableau 4. Avions à voilure fixe du groupe C

Manufacturer — Constructeur	Model — Type	Number — Nombre
American Aviation		1
Aero Commander	Commander	1
Aeronca	Chief/Super Chief	3
	Sedan	7
Beech	Musketeer	9
Champion	Lancer	1
	CH7	57
Cessna	C120	1
	C140	1
	C150	346
	C170	6
	Skyhawk	189
	Skylark	7
	C177	10
	C180	1
	Skywagon	2
	Bird Dog	2
De Havilland	Chipmunk	1
Fleet	Canuck	12
Alon	Aircoupe	1
Ercoupe	Ercoupe Club Air	3
Schweizer	GLDR	1
Lake	Skimmer LC4	1
Mooney	Mark 20	1

Table 4. Group C Fixed-Wing Aircraft - Concluded

Tableau 4. Avions à voilure fixe du groupe C - fin

Manufacturer — Constructeur	Model — Type	Number — Nombre
Maule	Bee Dee M4	3
Piper	Cub Special	6
	Super Cruiser	19
	Family Cruiser	1
	Clipper	1
	Super Cub	62
	PA22	36
	Pawnee	6
	Cherokee	184
	Cub Trainer	14
	Club Coupe	1
Luscombe	Observer	2
Stinson	ST75	4
Taylorcraft	TA1	2
Group C — Total — Groupe C		1,005
Fixed-Wing — Total - Voilure fixe		2,597

Table 5. Helicopters

Tableau 5. Hélicoptères

Manufacturer — Constructuer	Model — Type	Number — Nombre
Group A — Groupe A		
Sikorsky	HS61	1
Group A — Total — Groupe A		1

Table 5. Helicopters - Concluded

Tableau 5. Hélicoptères - fin

Manufacturer — Constructeur	Model — Type	Number — Nombre
Group B — Groupe B		
Bell	204-205	15
Republic	Alouette II	6
	Alouette III	1
Sikorsky	S55	11
	S58	1
Boeing-Vertol	HV42	2
Group B — Total — Groupe B		36
Group C — Groupe C		
Bell	Jet Ranger	43
	47	239
Hiller	Raven	32
	FH1100	7
Republic	Alouette II	9
Hughes	500	2
	HU69	20
Group C — Total — Group C		352
Helicopters — Total — Hélicoptères		389
Fixed-Wing and Helicopters — Total — Avions à voilure fixe et hélicoptères		2,986

Table 6. Canadian Commercial Air Carrier Fleet by Type of Power Plant

Tableau 6. Répartition, suivant le mode de propulsion, du material volant des transporteurs aériens commerciaux du Canada

Year — Année	Total A/C in fleet — Nombre total d'appareils	Fixed-wing aircraft — Avions à voilure fixe				Helicopters — Hélicoptères		
		Turbo jet — Turbo réacteur	Turbo prop — Turbo propulseur	Piston engine — Moteur à pistons	Total	Turbine	Piston engine — Moteur à pistons	Total
1960	1,630	3	58	1,444	1,505	—	125	125
1964	2,043	20	79	1,726	1,825	1	217	218
1965	2,157	21	75	1,801	1,897	5	255	260
1966	2,371	29	77	1,971	2,077	14	280	294
1967	2,605	40	80	2,155	2,275	23	307	330
1968	2,763	70	94	2,255	2,419	60	284	344
1969(1) (Jan. — janv.)	2,730	83	96	2,227	2,406	63	261	324
1970(1) (Jan. — janv.)	2,826	105	100	2,277	2,482	66	278	344
1970 (July — juillet)	2,986	98	97	2,372	2,597	84	305	389

(1) Figures are as of July 15 except where otherwise indicated. — Les nombres sont ceux du 15 juillet sauf ceux du 15 janvier 1969 et 1970.

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1970

275 SLATER, OTTAWA 4, ONTARIO

Aviation Statistics Centre/Centre des statistiques de l'aviation

Vol. 2, No. 37
ASC-SB-4-14

September 1970 septembre

Civil Aviation - July 1970

Operations of Transcontinental and Regional Air Carriers

Preliminary figures for the seven major Canadian airlines (two transcontinental and five regional) have been compiled and tabulated.

Figures for 1969 have been recalculated to include the operations of Nordair and thus make 1969 and 1970 totals comparable.

Complete monthly statistical data may be obtained by consulting the monthly publication "Transcontinental and Regional Air Carrier Operations", catalogue no. 51-001.

Enquiries concerning the material presented should be directed to the Aviation Statistics Centre, Attention: Mr. K.J. Marks, (Telephone 992-2957).

Aviation civile - juillet 1970

Exploitation des transporteurs transcontinentaux et régionaux

Les statistiques provisoires des sept principaux transporteurs canadiens (deux transcontinentaux et cinq régionaux) ont été mises en tableau.

Les chiffres donnés pour 1969 ont été rectifiés pour inclure Nordair et pour que les totaux de 1969 et 1970 soient comparables.

Le bulletin "Opérations des transporteurs aériens transcontinentaux et régionaux", numéro de catalogue 51-001, renferme toute la statistique mensuelle.

Adresser demande de renseignements supplémentaires au Centre des statistiques de l'aviation, Attention: M. K.J. Marks, (Téléphone 992-2957).

8705-501

roduced by the Aviation Statistics Centre, Transportation and Public Utilities Division, Dominion Bureau of Statistics,
n behalf of the Department of Transport and the Canadian Transport Commission
édigé par le Centre des statistiques de l'aviation, Division des transports et des services d'utilité publique, Bureau fédéral de la statistique,
our le Ministère des Transports et la Commission canadienne des transports

Operations of Transcontinental and Regional Air Carriers
July 1970 Preliminary Data

Exploitation des transporteurs transcontinentaux et régionaux
Juillet 1970 - Résultats provisoires

	Air Canada	CP Air	July — juillet 1970 — Five regional carriers(1) — Cinq transporteurs régionaux(1)	Total(2)	July — juillet 1969 total	Jan.-July — janv.-juil. 1970 total	Jan.-July — janv.-juil. 1969 total	% change — Variation en % 1970 cum. V's 1969 cum.	
	(Thousands — En milliers)								
Operating statistics:									Exploitation:
Unit toll - Passenger-miles ..	744,285	260,345	55,586	1,060,216	924,872	5,528,836	4,443,794	+ 24.4	Taxe unitaire - Passagers-milles
Goods ton-miles ..	19,282	4,227	1,885	25,394	20,507	159,644	135,117	+ 18.2	Tonnes-milles de marchandises
Mail ton-miles ...	1,847	595	184	2,626	2,768	20,282	19,728	+ 2.8	Tonnes-milles de courrier
Charter - Hours flown	2	1	4	7	7	34	30	+ 13.3	Vols d'affrètement - Heures de vol
Passenger-miles	100,733	53,343	69,450	223,526	146,418	683,061	433,820	+ 57.5	Passagers-milles
Goods ton-miles	527	—	1,404	1,931	2,096	21,530	20,609	+ 4.5	Tonnes-milles de marchandises
Fuel consumption: (gallons)									Consommation de combustible: (gallons)
Turbo and jet fuel	32,241	10,673	4,722	47,636	41,618	274,358	220,552	+ 24.4	Combustible pour turbomoteurs et moteurs à réaction
Gasoline	—	(4)*	497	493	1,028	3,339	6,093	— 45.2	Essence
Financial statistics:									Statistiques financières:
Operating revenues ..... $	48,877	15,896	9,205	73,978	64,830	406,339	331,870	+ 22.4	Recettes d'exploitation
Operating expenses ..... $	41,716	13,450	8,188	63,354	54,390	389,660	318,294	+ 22.4	Dépenses d'exploitation
Operating income (loss) .... $	7,161	2,446	1,017	10,624	10,440	16,679	13,576	+ 22.9	Revenu d'exploitation

(1) Eastern Provincial Airways, Nordair, Pacific Western Airlines, Quebecair and Transair — Eastern Provincial Airways, Nordair, Pacific Western Airlines, Québecair et Transair.

(2) Operations of the seven carriers represented in totals normally account for more than 85% of the revenues and expenses of the Canadian air transport industry. — Ces sept compagnies enregistrent habituellement plus que 85 p. 100 de toutes les recettes et dépenses d'exploitation de l'industrie des transports aériens au Canada.

* This negative figure is a result of adjustments made to previous months quantities. - Chiffre négatif résultant de la rectification des quantités déclarées pour les mois antérieurs.

— Nil or zero — Néant ou zéro.

-- Too small to be expressed — Chiffre infime.

Government Publications

Service
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275 SLATER, OTTAWA 4, ONTARIO

Aviation Statistics Centre/Centre des statistiques de l'aviation

Vol. 2, No.38
ASC-SB-3-9

September 1970 septembre
Preliminary — Préliminaire

Aircraft Movement Statistics for the month of August 1970 Airports with DOT Air Traffic Control Towers

Only airports at which the Department of Transport operates Air Traffic Control Towers are dealt with in this commentary. These statistics are in respect of 47 of these airports that were operative in August 1970 and 44 in the same month last year.

Total aircraft movements during August 1970 were 431,612 which exceeded those for the same month in 1969 by 2,457 or 0.5 p.c. when 429,155 were registered. Increases were recorded in respect of itinerant movements which totalled 197,628 in August this year, up 6,092 or 3.2 p.c. over the same month last year when the number was 191,536. Local movements were lower by 2,983 or 1.3 p.c. at 225,662 in August 1970 compared with 228,645 for the same month the year before. There were 8,322 simulated approaches this month, a reduction of 652 or 7.3 p.c. in contrast with August last year.

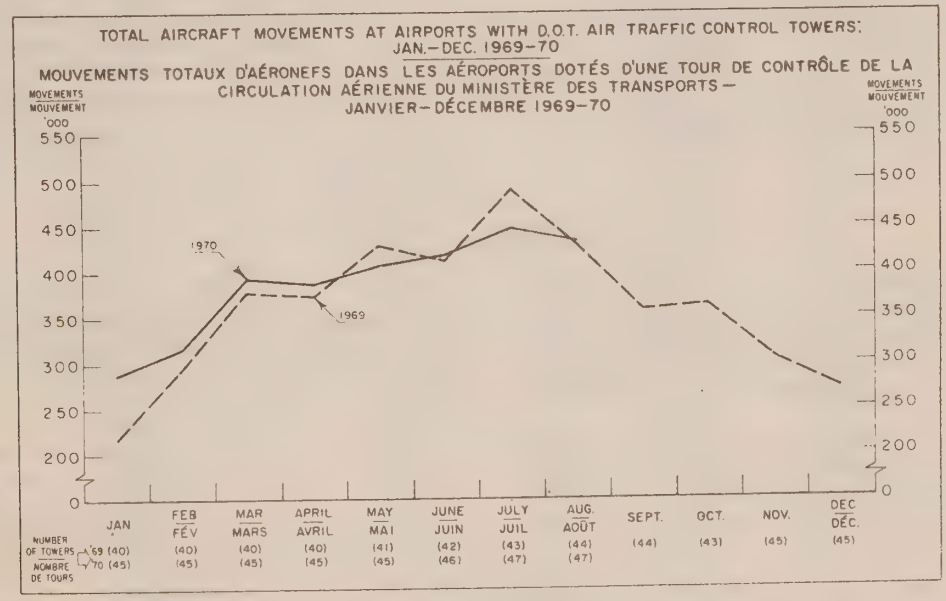
The graph below shows total aircraft movements for period January to August 1969 contrasted with the same period in 1970.

Statistiques relatives au mouvement des aéronefs août 1970 Aéroports avec tour de contrôle du ministère des Transports

Le présent sommaire ne traite que des aéroports munis d'une tour de contrôle du ministère des Transports. Ces statistiques portent sur les 47 aéroports en activité en août 1970; en août 1969, il n'y en avait que 44.

En août 1970, le nombre total des mouvements d'aéronefs a atteint le chiffre record de 431,612, soit 2,457 ou 0.5 p. 100 de plus qu'en août 1969 (429,155); le nombre de mouvements itinérants a été de 197,628 soit 6,092 ou 3.2 p. 100 de moins qu'en août 1969 (191,536); le nombre de mouvements locaux a été de 225,662, soit 2,983 ou 1.3 p. 100 de moins qu'en août 1969 (228,645); le nombre d'approches simulées a été de 8,322, soit 652 ou 7.3 p. 100 de moins qu'en août 1969.

Le graphique ci-dessous présente le nombre total de mouvements d'aéronefs pour la période janvier-août de 1969 et de 1970.



All inquiries relating to this statistical series should be addressed to: Department of Transport, Ottawa 4, Ontario. Attention: Aviation Statistics Centre, (DBS) Mr. Jan Bekooy (Telephone 992-2957).

Pour obtenir de plus amples renseignements, s'adresser a M. Jan Bekooy du Centre des statistiques de l'aviation (BFS) ministère des Transports, Ottawa 4 (Téléphone 992-2957).

8705-501

Produced by the Aviation Statistics Centre, Transportation and Public Utilities Division, Dominion Bureau of Statistics, on behalf of the Department of Transport and the Canadian Transport Commission
Rédigé par le Centre des statistiques de l'aviation, Division des transports et des services d'utilité publique, Bureau fédéral de la statistique, pour le Ministère des Transports et la Commission canadienne des transports

Airports with Department of Transport Towers
Total Aircraft Movements by Class of Operation, August 1970

Aéroports avec tours de contrôle du ministère des Transports
Total des mouvements d'aéronefs, par classe de vol, août 1970

Airports — Aéroports	Total August 1969 août	August 1970 août						
		Total	Rank — Rang	Itinerant — Itinérant	Rank — Rang	Local — Locaux	Rank — Rang	Simulated approaches — Approches simulées
Abbotsford	10,894	11,759		5,239		6,332		188
Baie Comeau	3,197	2,634		1,692		942		—
Brandon	5,049	3,557		1,394		2,150		13
Buttonville	18,875	17,542	8	4,507		12,947	3	88
Calgary International	19,798	20,034	5	7,875	7	11,954	5	205
Cartierville	10,140	282		280		2		—
Edmonton Industrial	18,736	18,974	6	8,289	6	10,632	6	53
Edmonton International	4,467	4,457		2,340		1,564		553
Fort St. John	2,603	1,749		1,604		128		17
Fredericton	6,671	5,421		2,614		2,712		95
Gander International	7,530	6,407		2,382		3,974		51
Halifax International	6,211	6,025		2,998		2,999		28
Hamilton City	16,746	17,139	9	4,091		12,597	4	451
Kamloops	6,978	5,523		4,185		1,312		26
Lethbridge	4,269	4,054		1,617		2,355		82
London	10,360	10,904		4,397		6,282		225
Moncton	8,129	9,281		2,596		6,430		255
Montreal International	24,472	23,862	2	14,238	3	8,636	10	988
North Bay	5,024	7,003		3,345		3,052		606
Oshawa	—	8,787		2,588		6,148		51
Ottawa International	16,985	18,106	7	7,862	8	9,269	8	975
Penticton	5,405	3,161		2,164		994		3
Pitt Meadows	12,754	15,182		4,942		10,240	7	—
Port Hardy	1,693	1,817		1,348		467		2
Prince George	4,443	5,125		2,347		2,778		—
Quebec	12,357	12,039		6,055	10	5,875		109
Regina	7,907	9,147		3,753		5,248		146
Saint John	2,043	1,853		1,490		262		101
St. Andrews	10,731	11,364		2,140		9,224	9	—
St. Hubert	32,624	29,665	1	8,491	5	20,975	1	199
St. John's	1,555	2,350		1,072		1,251		27
St. Jean	4,062	6,497		2,258		4,210		29
Saskatoon	7,154	6,162		3,086		3,006		70
Sault Ste. Marie	—	1,744		1,062		572		110
Sept-Iles	3,364	2,554		2,092		436		26
Springbank	—	4,228		1,190		3,038		—
Sydney	1,235	2,067		1,110		930		27
Thunder Bay	5,024	4,824		1,889		2,922		13
Toronto International	19,545	20,190	3	16,177	1	2,910		1,103
Toronto Island	21,758	20,100	4	6,874	9	13,226	2	—
Vancouver International	20,518	16,992	10	14,929	2	1,748		315
Victoria International	11,153	9,736		5,847		3,700		189
Wabush	631	959		761		198		—
Waterloo-Wellington	6,644	7,631		2,835		4,677		119
Whitehorse	7,468	8,681		3,412		5,235		34
Windsor	7,300	8,657		2,745		5,745		167
Winnipeg International	14,653	15,387		11,426	4	3,378		583
August 1970 towers 47 tours		431,612		197,628		225,662		8,322
Août 1969 tours 44 towers		429,155		191,536		228,645		8,974
January to August 1970 cumulative		3,093,656		1,321,728		1,691,167		80,761
Janvier à août 1969 cumulatif		3,028,220		1,262,055		1,679,249		86,916

Government Publications

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Aviation Statistics Centre/Centre des statistiques de l'aviation

Vol. 2, No.39
ASC-SB-5-3

September 1970 septembre

Number of Canadian Civil Aircraft Reporting Flying Hours in 1968

In 1968, 8,726 Canadian Civil Aircraft with a valid certificate of airworthiness flew 2,196,120 hours. Of this total 8,262 fixed-wing aircraft flew 2,018,734 hours and 464 helicopters flew 177,386 hours.

The statistics on the following pages are compiled from data reported on applications for certificates of airworthiness. It should be mentioned that the data is collected by province of registration which does not necessarily coincide with the province where the flying activity took place.

In order to keep the length of the list within reasonable bounds, some models of the same type of aircraft with corresponding flying characteristics are grouped together.

Inquiries related to the subject-matter presented should be directed to Department of Transport, Ottawa 4, Ont. Attention: Aviation Statistics Centre (DBS), Mr. Jan Bekooy (Telephone 992-2957).

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3. Number of Canadian Registered Rotary-wing Aircraft with Valid Certificate of Airworthiness. By Manufacturer and Model, by Province of Registration 8

Nombre d'aéronefs civils canadiens pour lesquels des heures de vol ont été déclarées en 1968

En 1968, 8,726 aéronefs civils canadiens ayant un certificat de navigabilité ont enregistré 2,196,120 heurs de vol, dont 2,018,734 effectuées par 8,262 aéronefs à voilure fixe et 177,386 par 464 hélicoptères.

Les statistiques des pages suivantes ont été établies à partir des données fournies au moment des demandes de certificats de navigabilité. Il convient de noter que les renseignements sont recueillis par province d'immatriculation et que celle-ci n'est par nécessairement celle où les heures de vol ont été effectuées.

Afin de maintenir la longueur de la liste dans des limites raisonnables, on a groupé certains modèles d'aéronefs de même type qui ont les mêmes capacités de vol.

Adresser toute demande de renseignements sur les données du présent bulletin au ministère des Transports, Ottawa 4, aux soins de M. Jan Bekooy, Centre des statistiques de l'aviation (BFS) - téléphone 992-2957.

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8705-501

Produced by the Aviation Statistics Centre, Transportation and Public Utilities Division, Dominion Bureau of Statistics, on behalf of the Department of Transport and the Canadian Transport Commission
Rédigé par le Centre des statistiques de l'aviation, Division des transports et des services d'utilité publique, Bureau fédéral de la statistique, pour le Ministère des Transports et la Commission canadienne des transports

Number of Canadian Civil Aircraft Reporting Flying Hours, in 1968
by Fixed-Wing, by Rotary-Wing, by Province of Registration

		Fixed-wing	Rotary-wing	Total
Canada	- Number	8,262	464	8,726
	Hours flown	2,018,734	177,386	2,196,120
British Columbia	- Number	1,357	95	1,452
	Hours flown	361,669	37,795	399,464
Alberta	- Number	1,174	99	1,273
	Hours flown	245,478	43,101	288,579
Saskatchewan	- Number	724	13	737
	Hours flown	116,120	4,005	120,125
Manitoba	- Number	738	20	758
	Hours flown	146,547	6,211	152,758
Ontario	- Number	2,756	133	2,889
	Hours flown	521,012	53,221	574,233
Quebec	- Number	1,056	75	1,131
	Hours flown	512,301	18,948	531,249
New Brunswick	- Number	122	5	127
	Hours flown	21,947	934	22,881
Nova Scotia	- Number	88	2	90
	Hours flown	19,014	1,139	20,153
Prince Edward Island	- Number	19	—	19
	Hours flown	1,828	—	1,828
Newfoundland	- Number	89	—	89
	Hours flown	37,282	—	37,282
North West Territories	- Number	91	—	91
	Hours flown	25,196	—	25,196
Yukon	- Number	48	22	70
	Hours flown	10,340	12,032	22,372

by Manufacturer and Model, by Province of Registration
as at December 31, 1968,
Showing Total Hours Flown in 1968

Manufacturer name	Model	Canada		B.C.		Alta.		Sask.		Man.		Ont.		Que.		N.B.		N.S.		P.E.I.		Nfld.		N.W.T.		Yukon	
		No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown
Ace Aircraft:																											
Corben Baby Ace	AACE	4	302									4	302														
Aero Commander:																											
Commander	100	17	1,106	4	192	2	134	2	285	6	97	3	398														
Commander	200	1	143									1	143														
Jet Commander	1121	7	3,687			2	927					4	2,017									1	743				
Commander	500	15	4,239	2	425	4	1,426					3	773	3	875	3	740										
Commander	520	1	222	1	222																						
Commander	560	5	935			1	251					2	185	1	372					1	127						
Grand Commander	AC60	4	549			4	549																				
Super Commander	680	28	7,063	2	436	5	821					15	3,657	3	1,307	3	842										
Alti-Cruiser	720	1	599													1	599										
Aeronca																											
Scout	KC, 50, 65	10	607	2	127	1	117	1	21			3	240	2	69					1	33						
Chief (Super)	11	114	7,424	9	1,757	14	548	16	996	16	1,055	35	1,725	17	725	1	179	3	331	1	66	2	42				
Sedan	15AC	34	2,643	8	531	2	357	2	96	3	444	12	567	7	648												
Aeronca	058	1	116															1	116								
Avro: (A.V. Roe)																											
Anson	V	3	989									3	989														
- - -	A748	2	959							2	959																
Auster Aircraft:																											
Auster	MK 6 & 7	15	602			4	107					9	252	2	243												
Barkley Grow:																											
- - -	T8P1	1	667							1	667																
Beagle Aircraft:																											
Airedale	A-109	1	126									1	126														
Beech Acft.: (Beechcraft)																											
Stagger Wing	17	4	103	1	16	2	61					1	26														
Musketeer	23	52	6,223	7	1,100	12	851	3	536	4	545	12	1,316	12	1,532			2	343								
Debonair	33	5	678			2	49					1	304	1	212			1	113								
Bonanza	35	85	9,001	13	1,802	30	4,078	6	100	10	1,173	14	1,196	9	508	1	63			1	43					1	38
Kansan	AT11	1	25											1	25												
Expeditor	18	20	6,694			3	440	1	582	4	1,371	7	2,150	2	858							1	168	2	1,125		
Super	18S	85	28,069	10	4,060	11	3,391	4	992	11	4,328	39	11,286	5	2,155							1	697	4	1,160		
Twin Bonanza (Seminole)	BE8T	10	2,455	6	1,038	4	1,417																				
Bonanza	A36	1	87			1	87																				
Baron	A55	1	536																					1	536		
Duke	60	1	137			1	137																				
Queen Air	65	6	1,550	1	459					2	379			3	712												
Queen Air 80/A80	80	4	1,988			1	560			1	421	2	1,007														
King-Air	90	17	6,680			3	1,606					11	4,027	3	1,047												
Travelair	95	47	14,186	2	548	14	4,529	3	983	5	1,391	14	4,278	6	1,670	1	197					1	338			1	252
Bellanca Acft.: (Inc. Downer & Northern)																											
Cruisemaster	14-19	21	1,451	3	237	6	731	4	130			5	269	2	40	1	44										
Skyrocket	31-55	2	717							2	717																
Aircruiser	66-75	1	384									1	384														
Boeing Airplane: (Stearman)																											
Fortress	B17	1	246									1	246														
Stearman	B75	18	2,168	5	676	1	66					12	1,426														
Astrojet	B727	1	3,051			1	3,051																				
Stratoliner 320 Series	B-707-320	1	2,156			1	2,156																				
- - -	B737	3	145											3	145												
Bristol Acft:																											
Freighter	170	3	1,399			3	1,399																				
Britten Norman Ltd.:																											
Islander	BN2	3	488			1	53			1	429			1	6												

Number of Canadian Registered Fixed-wing Aircraft with Valid Certificate of Airworthiness
by Manufacturer and Model, by Province of Registration
as at December 31, 1968,
Showing Total Hours Flown in 1968 - Continued

Manufacturer name	Model	Canada		B.C.		Alta.		Sask.		Man.		Ont.		Que.		N.B.		N.S.		P.E.I.		Nfld.		N.W.T.		Yukon	
		No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown
Callair Inc:																											
Callair	A-5, A-6, A-7	5	682	1	-	3	471	2	211																		
Super Cadet	S-1B1	4	465			3	422	1	43																		
Canadair Ltd:																											
North Star	DC4-M2-C5	3	692									3	692														
Cessna Aircraft:																											
Cessna	140	141	10,332	27	1,989	28	2,274	19	1,219	20	1,279	29	2,355	9	529	1	15	4	281	1	49			3	342		
Cessna	120	70	3,553	11	898	9	243	19	813	5	207	14	728	8	352	1	87	1	97	1	23			1	105		
Cessna	150	511	232,766	102	46,934	69	28,436	47	11,801	44	18,684	176	93,889	63	27,775	1	567	4	2,519			3	843			2	1,318
Cessna	170	163	12,950	31	2,949	24	1,933	39	2,935	20	1,256	33	2,704	12	733	1	81			1	174	1	74	1	111		
Skyhawk	172	615	121,646	116	27,258	52	9,644	86	10,919	31	5,499	241	48,530	64	14,338	12	3,228	8	1,585	1	-	2	391	1	246	1	8
Skylark	175	61	5,578	12	1,422	11	819	16	2,004	3	42	10	604	6	448	1	77	2	162								
Cessna	177	37	5,874	8	1,601	9	1,421	2	394	6	694	9	1,026	2	494			1	244								
Cessna	180	628	143,305	108	26,489	68	12,566	41	14,068	65	16,363	209	42,365	99	19,997	3	217	1	49	1	279	12	3,480	14	4,989	7	2,443
Skylane	182	132	15,741	25	1,850	27	4,095	16	1,665	6	1,170	46	5,527	9	1,272	2	33	1	129								
Skywagon	185	178	39,023	38	12,383	20	6,485	11	1,492	14	3,334	45	6,773	35	4,272	1	146					4	1,623	8	2,235	2	280
Agwagon	188	5	456			2	253	1	147	2	56																
Cessna	190	1	72	1	72																						
Cessna	195	18	1,656	1	45	2	78	6	922			6	381	2	187									1	43		
Cessna	205	2	507	1	341	1	166																				
Super Skywagon	206	59	15,020	13	3,895	13	4,066	5	1,284	7	1,576	6	984	13	2,689	1	282							1	244		
Cessna	210	26	3,348	6	758	5	737	3	333	3	399	7	799			1	85	1	237								
Bird Dog	305/321	1	608									1	608														
Twin Cessna	310	49	9,309	8	922	7	2,331	3	214	2	184	21	3,684	7	1,774					1	200						
Skynight	320	12	3,003			7	817			1	448	4	1,738														
Skymaster	336	3	460	3	460																						
Cessna	337	26	5,504	9	2,669	5	827	1	233	2	770	6	844	3	161												
Cessna	401	3	696					1	247			1	89	1	360												
Cessna	402	7	4,616			3	807	1	1,572	2	524	1	1,713														
Cessna	411	5	1,195	1	-	1	465			1	-	2	730														
Cessna	421	7	1,522	1	129	2	683			1	122	3	588														
Crane (Bobcat)	T-50	1	10									1	10														
Champion Acft.:																											
Traveller-Challenger	7 Series	471	52,671	41	3,083	59	5,713	63	11,223	63	4,760	176	21,578	50	5,146	8	508	5	405			3	161	1	20	2	74
Lancer	402	1	76											1	76												
Convair:																											
Canso (Catalina)	28-5A	34	8,538	3	227	2	214	2	568	4	1,292	11	3,509	7	2,028							5	700				
Liner (Class Room)	240	1	1											1	1												
Metropolitan	440	1	1,660	1	1,660																						
Convair	640	3	4,001	3	4,001																						
Curtiss Wright:																											
Commando (CW-20)	c-46	4	3,461											3	3,461												
Dassault (France):																											
Mystere/Falcon Fan Jet	20	5	2,128	1	545	1	600					2	677	1	306												
DeHavilland:																											
Chipmunk	DHC-1	13	986	3	195							6	523	1	5			2	85							1	178
Beaver	DHC-2	259	118,644	49	25,434	25	12,835	12	7,908	13	5,738	105	40,821	40	19,248			2	609			8	3,762	1	199	4	2,090
Otter	DHC-3	84	47,792	7	4,675	13	8,268	4	2,352	14	9,515	27	11,568	8	3,856							6	3,849	5	3,709		
Caribou	DHC-4	3	2,485			1	1,361					2	1,124														
Twin Otter	DHC-6	28	15,080			9	4,645	3	1,926	1	520	9	4,254	2	2,277							1	457	3	1,001		
Tiger Moth	DH-82	14	245									13	239	1	6												
Dove (Devon)	DH-104	1	130									1	130														
Gypsy Moth	DH-60	1	68			1	68																				
Dominie	DH-125	16	5,931	1	370	1	474			1	333	7	2,045	5	2,613	1	96										
Dornier-Werke:																											
Dornier	28	12	5,158	1	205	9	3,855							2	1,098												

Number of Canadian Registered Fixed-wing Aircraft with Valid Certificate of Airworthiness
by Manufacturer and Model, by Province of Registration
as at December 31, 1968,
Showing Total Hours Flown in 1968 - Continued

Manufacturer name	Model	Canada		B.C.		Alta.		Sask.		Man.		Ont.		Que.		N.B.		N.S.		P.E.I.		Nfld.		N.W.T.		Yukon	
		No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown
Douglas Acft.:																											
Invader	A-26	1	151									1	151														
Skytrain/Dakota	DC-3	86	51,907	7	3,710	13	9,401	1	975	9	5,868	31	13,931	16	9,578							6	6,212	3	2,232		
Skymaster	DC-4	16	15,827	2	1,517	3	1,925			4	6,214	3	2,500	1	1,103							3	2,568				
Liftmaster	DC-6	9	24,625	8	22,520					1	2,105																
- - -	DC-6B	3	5,149	3	5,149																						
DC8	All Models	37	128,160	10	41,543									27	86,617												
DC9	30	30	65,701											30	65,701												
Fairchild Stratos:																											
Husky	F-11	4	1,238	3	1,122							1	116													1	66
Husky	F-24	2	70					1	4																		
Friendship (Fokker)	F-27	8	12,540			2	1,081					2	2,405	4	9,054												
Cornell	M-62	5	153	1		3	36							1	117												
Fleet Acft.:																											
Finch	16B	2	9									1	5	1	4												
- - -	21M	1	9									1	9														
Canuck	80	80	21,439	18	8,694	16	6,607	4	381	2	125	28	3,171	6	992	3	737	2	677	1	55						
Forney Acft.: (Ercoupe)																											
Ercoupe Club Air	E-415	119	8,438	21	2,138	22	815	10	476	6	261	44	3,919	14	749									2	80		
Aircoupe	F-1	17	3,905	2	1,471	4	621	1	205	6	1,190	4	418														
Found Bros. Aviation:																											
- - -	FBA-2C	19	5,996	4	1,959			1	339	5	1,534	5	1,197	3	825									1	142		
Funk Acft.:																											
- - -	B-75/B-85	1	29							1	29																
Gliders	All Models	171	10,565	15	619	23	743	7	231	10	717	81	5,280	35	2,975												
Great Lakes:																											
- - -	2T1	1	7											1	7												
Grumman Acft.:																											
Goose	G-21	22	9,365	11	6,652					3	705	8	2,008														
S.C.A.N.	30	2	186							1	1	1	185														
Widgeon & Super Widgeon	G-44	10	2,194	4	1,571	2	10			1	147	1	93	1	123							1	250				
Mallard	G-73	7	4,120	3	3,554					2	109	1	238	1	219												
Gulfstream	G-159	7	2,875									5	1,565	2	1,310												
Gulfstream II	GI159	2	322			1	152					1	170														
AG-Cat	G-164	2	428									2	428														
Avenger		20	1,673	13	1,301									4	289	3	83										
Handley Page:																											
Dart Herald		3	4,888																			3	4,888				
Helio Acft.:																											
Courrier	H-391	2	403			2	403																				
Super Courrier	H-395	8	1,123	1	43	2	552			2	132	1	99	1	59											1	238
Home Built Acft.	All Models	130	7,619	22	1,203	16	1,441	7	181	4	64	59	3,275	10	297	8	711	1	231	1	72	1	69			1	75
Howard Aero:																											
Howard	DCA-8 & 15	1	3	1	3																						
(Converted Ventura)	500	1	329			1	329																				
Lake Acft. Corp. (Colonial):																											
Skimmer (C-1 & C-2)	LA-4	18	1,274	2	210	4	339			2	29	7	435	2	150			1	111								
Colonial	C-1, C-2	4	118									4	118														
Lear:																											
Learjet	23	2	721	1	437							1	284														
ockheed Acft.:																								1	155		
"Electra" (Piston)	10 & 12	2	157									1	2														
Lodestar	18	9	2,051			1	211					3	826	4	1,012							1	2				
Super Constellation	1049G,H	5	3,695									5	3,695														

Number of Canadian Registered Fixed-wing Aircraft with Valid Certificate of Airworthiness
by Manufacturer and Model, by Province of Registration
as at December 31, 1968,
Showing Total Hours Flown in 1968 - Continued

Manufacturer name	Model	Canada		B.C.		Alta.		Sask.		Man.		Ont.		Que.		N.B.		N.S.		P.E.I.		Nfld.		N.W.T.		Yukon	
		No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown
Lockheed Acft.: (Concluded)																											
Jetstar	329	3	1,263									3	1,263														
Hercules	L382	3	1,604	3	1,604																						
Silver Star	T-33	2	262									2	262														
Ventura (Harpoon)	PV-1 & 2	1	193											1	193												
Longreen Acft.:																											
Centaur	101	1	21	1	21																						
Maranda:																											
Super Loisir	EM-1A	6	155	4	107	1	41					1	7														
Martin Co.:																											
Mars		2	45	2	45																						
Maule:																											
Beedee	M-4	23	2,324	2	363	4	380	2	48	4	239	7	813	4	481												
Mitsubishi Heavy Indust. Ltd.:																											
- - -	MU2	1	66									1	66														
Mooney Acft.:																											
Mark 20	19	78	9,567	13	1,395	14	2,086	6	887	8	689	26	3,096	8	977					1	271	1	166				
Morane Saulinier Acft.:																											
Rallye Super	MS885	10	440	3	136	6	293	1	11																		
Navion Acft.:																											
(Ryan-Piley-Temco)																											
Rangemaster		17	936	5	333	3	175					8	378	1	50												
Recruiter	ST-3K	2	34	2	34																						
Twin Navion	D-16	2	72	1	19	1	53																				
Nihon Aeroplane Manufacturing Co. Ltd.:																											
- - -	YS-11	2	1,533							2	1,533																
Noorduyn Norseman:																											
Norseman	IV	8	1,688							1	336	3	277	2	418									2	657		
Norseman	V	38	14,479			1	203	3	1,174	10	5,045	15	5,505	8	2,065									1	487		
Norseman	VI	10	1,586			1	161			3	615	5	674	1	136												
North American:																											
Harvard		58	2,101	13	518	12	266	10	223	3	117	17	770	2	178					1	29						
Mitchell		2	54			2	54																				
Sabreliner	NA-265	2	361									1	351	1	10												
Northwestern Aero:																											
Porter Field	35	1	86	1	86																						
Piaggo & Co.: (Trecker)																											
Royal Gull	P-136	2	60	2	60																						
Piper Aircraft:																											
Cub Trainer	J-2	1	134											1	134												
Club Coupe	J-4	14	905									11	837	2	21			1	47								
Cruiser	J-5	9	420	3	218	1	17			1	15	4	170														
Cub Special	PA-11	84	5,764	9	1,321	7	350	8	236	11	754	46	2,912	2	127			1	64								
Super Cruiser	PA-12	156	13,711	15	1,892	21	2,380	19	1,406	24	3,230	53	2,875	18	1,670	1	43	1	25	1	85			2	58	1	47
Family Cruiser	PA-14	17	2,158	4	1,162	3	352			2	116	6	342	1	17											1	169
Vagabond	PA-15	13	765	2	240	2	34	1	58	2	126	6	307														
Clipper	PA-16	24	1,557	8	389	5	396	2	30	2	94	4	74	2	507	1	67										
"Vagabond"	PA-17	6	623	1	158	3	267	1	55			1	143														
Super Cub	PA-18	294	41,748	62	9,518	35	3,726	27	1,996	25	3,264	74	10,951	41	5,913	6	405	7	1,368			3	1,444	4	1,536	10	1,627
Pacer	PA-20	46	2,934	6	360	10	765	6	442	7	304	9	596	6	389					1	45	1	33				
Tri Pacer/Caribbean/Colt	PA-22	264	38,373	47	3,931	34	4,609	27	4,876	20	5,421	89	13,299	21	2,818	12	1,442	6	591	1	277	4	994	2	66	1	49

Number of Canadian Registered Fixed-wing Aircraft with Valid Certificate of Airworthiness
by Manufacturer and Model, by Province of Registration
as at December 31, 1968,
Showing Total Hours Flown in 1968 - Concluded

Manufacturer name	Model	Canada		B.C.		Alta.		Sask.		Man.		Ont.		Que.		N.B.		N.S		P.E.I		Nfld.		N.W.T.		Yukon	
		No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown
Piper Aircraft: (Concluded																											
Apache/Aztec	PA-23	215	65,633	24	8,694	37	14,844	15	4,821	8	1,896	86	22,738	26	7,034	7	2,268	6	1,407					4	1,204	2	727
Twin Comanche	PA-30	46	8,469	4	1,129	12	2,943	6	919	2	123	12	2,404	9	677									1	274		
Navajo	PA-31	14	3,305	2	296	6	2,049					6	960														
Cherokee Six	PA-32	10	1,545	4	714	3	184					2	524	1	123												
Cub Trainer	J-3	296	19,918	33	2,395	18	1,008	18	1,339	36	2,062	154	10,947	29	1,609	2	115	4	288			1	66			1	89
Pitts:																											
Special	S1C	1	45									1	45														
Republic:																											
Seabee	RC-3	60	1,988	19	712	2	45	1	87	4	169	24	670	6	143	3	155									1	7
Scottish Aviation:																											
Twin Pioneer		1	62									1	62														
Short Brothers & Harland Ltd.:																											
Skyvan	SC-7	1	181									1	181														
Silvaire:																											
Observer	8 Series	138	8,960	39	4,113	11	784	11	365	19	632	44	2,485	8	279	1	23	1	37			2	61	1	138	1	43
Smith:																											
Miniplane	DSA1	5	59	1	8			1	32	1	3	1	15					1	1								
Ted Smith Aerostard	600/601	1	1	1	1																						
Snow Aeronautical:																											
- - -	S-2C	7	1,136			4	629									3	507										
Stinson: (Div. of Convair)																								2	697		
- - -	8, 9 & 10 Series	14	2,461	5	582					1	21	4	849	2	312									9	550	1	63
Voyager/Station Wagon	105/108	213	12,463	39	1,716	26	2,952	11	684	20	1,050	91	4,700	14	703			1	11			1	34				
Reliant (Vultee)	V-77	2	108	1	41							1	67														
Stits Acft.:																											
Playboy/Flut-R-Bug/Sky Coupe	SA-3B, SA-6B, SA-9A	18	870	2	36	1	54	1	22	1	98	9	495			2	72	1	67			1	26				
Superior Acft.:																											
Culver-Cadet-Satellite	V	1	34	1	34																						
Taylorcraft Inc.:																											
Model BC, C, D	12, 15, 19, 65	153	8,933	25	1,783	19	959	21	1,465	24	1,512	45	2,204	15	620	1	122							1	119	2	149
Ranch Wagon	20	1	26															1	26								
Temco Acft.:																											
Luscombe	11A	2	133	1	112			1	21																		
Universal Globe	GC1	22	846	8	357	2	12			2	37	7	226	2	153											1	61
Vickers Armstrong:																											
Viscount		43	104,023							1	1,961	2	1,380	39	100,227							1	455				
Vanguard		23	55,909											23	55,909												
Waco:																											
All single engined models		5	48	2	26			1	2			2	20														
Wittman:																											
Tailwind	W-8	1	44									1	44														

Number of Canadian Registered Rotary-wing Aircraft with Valid Certificate of Airworthiness
by Manufacturer and Model, by Province of Registration
as at December 31, 1968,
Showing Total Hours Flown in 1968

Manufacturer name	Model	Canada		B.C.		Alta.		Sask.		Man.		Ont.		Que.		N.B.		N.S.		P.E.I.		Nfld.		N.W.T.		Yukon	
		No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown
Air and Space:																											
- - -	18A	23	545	2	34	1	19	1	21	1	1	2	52	14	350	1	35	1	33								
Bell:																											
Sioux/Trooper/Bellairus/Ranger	47	273	108,132	48	17,064	73	31,397	11	3,895	15	5,286	80	33,229	27	8,829	4	899	1	651							14	6,882
Iroquois	204	12	8,564	3	2,896	6	3,723					2	1,339	1	606												
Jet Ranger	206	33	11,740	4	1,352	4	2,185			2	331	18	5,750	1	617											4	1,505
Boeing-Vertol:																											
Shawnee/Work Horse	(105) 44	1	309									1	309														
Modified H-44	42A	2	721									2	721														
Brantly:																											
- - -	B-2	4	984									4	984														
Fairchild Hiller:																											
- - -	1100	17	8,116	11	5,275	3	1,870			1	506	1	217	1	248												
Raven	UH-12	35	19,048	20	9,458	4	1,914					8	4,031													4	3,645
Hughes:																											
- - -	269	31	8,364	2	332	2	78	1	89	1	87	6	3,127	18	4,196			1	455								
Republic: (sud-Aviation)																											
Alouette II	SE-3130	10	4,066			5	1,864							5	2,202												
Alouette III	SE-3160	4	1,261									4	1,261														
Sikorsky:																											
Chikasaw	S-55	10	3,646	2	716	1	51					2	979	5	1,900												
Choctaw	S-58	2	1,261	1	668							1	593														
- - -	S-61	1	424									1	424														
- - -	S-62	1	205									1	205														

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Aviation Statistics Centre/Centre des statistiques de l'aviation

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Preliminary -- Préliminaire

Airport Activity

This bulletin is another of a series in which data for the current year will be compared to that for the same period last year, at twenty-five of the top airports in Canada.

In this instance the period covered is the first quarter of 1969 and 1970.

Inquiries relating to the data may be directed to the Aviation Statistics Centre, (D.B.S.), Ottawa 4, Ontario. Attention: Mr. G.C. Coleman, or Mr. J.E. Berg, (Telephone 613-992-2332).

Activité des aéroports

Le présent bulletin est un autre dans une série qui contiendra les données de l'année en cours et de l'année précédente sur l'activité de vingt-cinq des plus importants aéroports du Canada.

La présente édition porte sur le premier trimestre des années 1969 et 1970.

Adresser toute demande de renseignements sur les données du présent bulletin au Centre des statistiques de l'aviation, (B.F.S.), Ottawa 4, Ontario. Attention: M. G.C. Coleman ou M. J.E. Berg, (Téléphone 613-992-2957).

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gé par le Centre des statistiques de l'aviation, Division des transports et des services d'utilité publique, Bureau fédéral de la statistique,
le Ministère des Transports et la Commission canadienne des transports

Explanatory Notes - Airport Activity Tables

1. The data refers to regularly scheduled international and mainline domestic flights. Data concerning charter flights have not been included in the tables.

2. The data concerning international flights were collected on a census basis. Data concerning domestic flights were collected on a mixed 15 per cent sample and census basis. The sample is such that each day of the week is sampled twice each quarter, and there is at least one sample day in each week.

3. Cargo has been considered as express and freight.

4. The tables will not balance horizontally within the traffic categories which are "Domestic", "Transborder", and "Other International". This is because the intransit load may arrive at a station under one category, and depart under another. The traffic categories are derived by allocating the traffic according to the last stop made before arrival and the next stop planned after departure. For example, consider a flight from Calgary to London, England via Winnipeg. The arrival at Winnipeg, from Calgary would be classed as a "Domestic" arrival, and the departure from Winnipeg to London, England would be considered an "Other International" departure.

5. At airports where flight numbers changed, all traffic on board was reported deplaned as well as arrived.

6. All flights to and from Alaska have been considered under the category "International, Transborder". Beginning with 1968 date, flights to and from Hawaii have been included under the traffic category "International, Transborder".

Notes - explicatives - Tableaux de l'activité des aéroports

1. Les données ont trait aux vols réguliers sur les lignes internationales et sur les grandes lignes intérieures. Les données sur les affrètements ne sont pas comprises dans les tableaux.

2. Les données sur les vols internationaux ont été recueillies par voie de recensement. Les données sur les vols intérieurs ont été réunies à partir d'un échantillon de 15 p. 100 et d'un recensement. L'échantillon est choisi de façon à ce que chaque jour de la semaine soit observé deux fois par trimestre et qu'il y ait au moins un jour-échantillon par semaine.

3. Les "marchandises" comprennent les messageries et le fret.

4. Il peut y avoir absense de concordance dans les lignes horizontales des rubriques "vols intérieurs", "vols transfrontaliers" et "autres vols internationaux" car ces vols peuvent changer de catégorie lors d'une escale. Les catégories sont établies, selon le cas, en fonction du dernier arrêt avant l'atterrissage ou du premier arrêt après le départ. Prenons l'exemple d'un vol Calgary-Londres avec escale à Winnipeg. Le vol Calgary-Winnipeg serait classé comme "vol intérieur", et le trajet Winnipeg-Londres comme "autre vol international"

5. Lorsque le numéro de vol est modifié à un aéroport, le contenu de l'aéronef (voyageurs et cargaison) est considéré comme étant arrivé à destination et débarqué.

6. Tous les vols en provenance et à destination de l'Alaska entrent dans la catégorie "vols transfrontaliers". Depuis 1968, les données sur les vols en provenance ou à destination des îles Hawaii sont comprises dans la même catégorie.

Scheduled International and Mainline Domestic Traffic

Trafic international à horaire fixe et trafic intérieur de ligne principale

Period covered - - période	Arriving load - - Charge à l'arrivée			Deplaned load - - Charge débarquée			Enplaned load - - Charge embarquée			Departing load - - Charge au départ		
January 1 to March 31 -- 1er janvier au 31 mars	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises
		thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres	
Domestic -- Intérieur:												
1969	128,800	1,137.6	4,158.8	99,392	745.8	1,957.1	102,584	644.2	765.8	132,126	1,017.8	2,973.4
1970	164,104	1,211.7	4,473.5	119,671	705.9	2,240.2	119,855	546.0	833.2	164,326	1,036.6	3,062.6
% change -- variation %	27.4	6.5	7.6	20.4	- 5.4	14.5	16.8	- 15.3	8.8	24.4	1.8	3.0
International:												
Transborder -- Transfrontalier:												
1969	12,061	110.0	424.4	11,527	109.5	393.2	11,037	22.7	52.7	11,037	22.7	52.7
1970	13,915	124.5	623.8	13,618	123.0	596.0	12,499	40.1	73.5	12,499	40.1	73.5
% change -- variation %	15.4	13.2	47.0	18.1	12.3	51.6	13.2	76.7	39.5	13.2	76.7	39.5
Other -- Autre:												
1969	968	2.1	44.8	421	0.0	4.4	578	0.1	0.4	1,525	20.9	66.1
1970	954	2.3	30.9	370	0.0	2.8	637	0.1	1.2	1,480	19.1	60.9
% change -- variation %	- 1.5	9.5	- 31.0	- 12.1	0.0	- 36.4	10.2	0.0	200.0	- 3.0	- 8.6	- 7.9
Total International:												
1969	13,029	112.1	469.2	11,948	109.5	397.6	11,615	22.8	53.1	12,562	43.6	118.8
1970	14,869	126.8	654.7	13,988	123.0	598.8	13,136	40.2	74.7	13,979	59.2	134.4
% change -- variation %	14.1	13.1	39.5	17.1	12.3	50.6	13.1	76.3	40.7	11.3	35.8	13.1
All services -- Tous les services:												
1969	141,829	1,249.7	4,628.0	111,340	855.3	2,354.7	114,199	667.0	818.9	144,688	1,061.4	3,092.2
1970	178,973	1,338.5	5,128.2	133,659	828.9	2,839.0	132,991	586.2	907.9	178,305	1,095.8	3,197.0
% change -- variation %	26.2	7.1	10.8	20.0	- 3.1	20.6	16.5	- 12.1	10.9	23.2	3.2	3.4

Note: Additions for mail and cargo may not balance due to rounding.
Nota: Les additions du courrier et des marchandises peuvent être inexactes parce que les chiffres sont arrondis.

EDMONTON INTERNATIONAL AIRPORT -- AÉROPORT INTERNATIONAL D'EDMONTON

Scheduled International and Mainline Domestic Traffic

Trafic international à horaire fixe et trafic intérieur de ligne principale

Period covered - - période	Arriving load - - Charge à l'arrivée			Deplaned load - - Charge débarquée			Enplaned load - - Charge embarquée			Departing load - - Charge au départ		
January 1 to March 31 -- 1er janvier au 31 mars	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises
		thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres	
Domestic -- Intérieur:												
1969	76,251	1,621.8	4,558.8	57,347	798.6	2,051.9	59,241	645.6	758.4	78,131	1,467.9	3,260.7
1970	91,967	1,650.1	5,388.9	69,808	783.1	2,384.3	68,652	734.2	832.4	92,105	1,600.2	3,839.0
% change -- variation %	20.6	1.7	18.2	21.7	- 2.0	16.2	15.9	13.7	9.8	17.9	9.0	17.7
International:												
Transborder -- Transfrontalier:												
1969	–	–	–	–	–	–	–	–	–	–	–	–
1970	–	–	–	–	–	–	–	–	–	–	–	–
% change -- variation %	–	–	–	–	–	–	–	–	–	–	–	–
Other -- Autre:												
1969	2,166	5.6	111.3	760	0.9	16.8	738	1.1	9.5	2,158	6.8	108.6
1970	3,503	7.6	121.7	903	1.2	19.7	884	1.5	3.0	2,190	8.8	103.0
% change -- variation %	61.7	35.7	9.3	18.8	33.3	17.3	19.8	36.4	- 68.4	1.5	29.4	- 5.2
Total International:												
1969	2,166	5.6	111.3	760	0.9	16.8	738	1.1	9.5	2,158	6.8	108.6
1970	3,503	7.6	121.7	903	1.2	19.7	884	1.5	3.0	2,190	8.8	103.0
% change -- variation %	61.7	35.7	9.3	18.8	33.3	17.3	19.8	3.6	- 68.4	1.5	29.4	- 5.2
All services -- Tous les services:												
1969	78,417	1,627.4	4,670.1	58,107	799.5	2,068.7	59,979	646.7	767.9	80,289	1,474.7	3,369.3
1970	95,470	1,657.7	5,510.6	70,711	784.3	2,404.0	69,536	735.7	835.4	94,295	1,609.0	3,942.0
% change -- variation %	21.7	1.9	18.0	21.7	- 1.9	16.2	15.9	13.8	8.8	17.4	9.1	17.0

GANDER INTERNATIONAL AIRPORT -- AÉROPORT INTERNATIONAL DE GANDER

Scheduled International and Mainline Domestic Traffic

Trafic international à horaire fixe et trafic intérieur de ligne principale

Period covered - - période	Arriving load - - Charge à l'arrivée			Deplaned load - - Charge débarquée			Enplaned load - - Charge embarquée			Departing load - - Charge au départ		
January 1 to March 31 -- 1er janvier au 31 mars	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises
		thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres	
Domestic -- Intérieur:												
1969	18,042	390.8	891.9	5,986	102.0	189.0	6,487	39.0	130.9	18,623	327.6	895.8
1970	20,507	448.9	1,165.5	7,376	58.2	335.5	7,544	52.4	141.0	20,826	442.0	1,005.8
% change -- variation %	13.7	14.9	30.7	23.2	- 43.0	77.5	16.3	34.4	7.7	11.8	34.9	12.3
International:												
Transborder -- Transfrontalier:												
1969	–	–	–	–	–	–	–	–	–	–	–	–
1970	–	–	–	–	–	–	–	–	–	–	–	–
% change -- variation %	–	–	–	–	–	–	–	–	–	–	–	–
Other -- Autre:												
1969	981	0.4	129.8	438	0.3	1.8	475	–	0.1	938	0.2	66.1
1970	1,763	0.6	81.6	636	0.4	4.0	619	–	0.1	1,595	1.2	43.0
% change -- variation %	79.7	50.0	- 37.1	45.2	33.3	122.2	30.3	–	0.0	70.0	500.0	- 35.0
Total International:												
1969	981	0.4	129.8	438	0.3	1.8	475	–	0.1	938	0.2	66.1
1970	1,763	0.6	81.6	636	0.4	4.0	6.9	–	0.1	1,595	1.2	43.0
% change -- variation %	79.7	50.0	- 37.1	45.2	33.3	122.2	30.3	–	0.0	70.0	500.0	- 35.0
All services -- Tous les services:												
1969	19,023	391.2	1,021.7	6,424	102.3	190.8	6,962	39.0	131.0	19,561	327.8	961.9
1970	22,270	449.5	1,247.1	8,012	58.6	339.5	8,163	52.4	141.1	22,421	443.2	1,048.8
% change -- variation %	17.1	14.9	22.1	24.7	- 42.7	77.9	17.3	34.4	7.7	14.6	35.2	9.0

Note: Additions for mail and cargo may not balance due to rounding.

Nota: Les additions du courrier et des marchandises peuvent être inexactes parce que les chiffres sont arrondis.

HALIFAX INTERNATIONAL AIRPORT -- AÉROPORT INTERNATIONAL DE HALIFAX

Scheduled International and Mainline Domestic Traffic

Trafic international à horaire fixe et trafic intérieur de ligne principale

Period covered - - période	Arriving load - - Charge à l'arrivée			Deplaned load - - Charge débarquée			Enplaned load - - Charge embarquée			Departing load - - Charge au départ		
January 1 to March 31 -- 1er janvier au 31 mars	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises
		thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres	
Domestic -- Intérieur:												
1969	66,472	652.0	2,609.8	54,647	411.9	1,659.7	52.997	308.2	1,209.6	65,025	546.8	2,200.9
1970	92,437	717.3	2,729.9	73,908	465.4	1,779.6	63,443	278.3	1,368.2	81,989	528.2	2,434.9
% change -- variation %	39.1	10.0	4.6	35.2	13.0	7.2	19.7	- 9.7	13.1	26.1	- 3.4	10.6
International:												
Transborder -- Transfrontalier:												
1969	4,165	4.2	90.4	3,973	3.4	88.0	3,875	16.7	28.2	3,875	16.7	28.2
1970	4,340	2.7	162.0	4,340	2.7	162.0	4,034	0.4	29.4	4,034	0.4	29.4
% change -- variation %	4.2	- 35.7	79.2	9.2	- 20.6	84.1	4.1	- 97.6	4.3	4.1	- 97.6	4.3
Other -- Autre:												
1969	2,192	1.7	101.3	2,019	1.7	48.2	1,947	16.7	40.4	2,109	18.9	54.7
1970	1,916	0.5	198.9	1,774	0.2	27.0	2,526	23.6	68.1	2,651	25.9	123.5
% change -- variation %	- 12.6	- 70.6	96.3	- 12.1	- 88.2	- 44.0	29.7	41.3	68.6	25.7	37.0	125.8
Total International:												
1969	6,357	5.9	191.7	5,992	5.1	136.2	5,822	33.4	68.6	5,984	35.6	82.9
1970	6,256	3.2	360.9	6,114	2.9	189.0	6,560	24.0	97.5	6,685	26.3	152.9
% change -- variation %	- 1.6	- 45.8	88.3	2.0	- 43.1	38.8	12.7	- 28.2	42.1	11.7	- 26.1	84.4
All services -- Tous les services:												
1969	72,829	657.9	2,801.5	60,639	417.0	1,795.9	58,819	341.6	1,278.2	71,009	582.4	2,283.8
1970	98,693	720.5	3,090.8	80,022	468.3	1,968.6	70,003	302.3	1,465.7	88,674	554.5	2,587.8
% change -- variation %	35.5	9.5	10.3	32.0	12.3	9.6	19.0	- 11.5	14.7	24.9	- 4.8	13.3

Note: Additions for mail and cargo may not balance due to rounding.

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275 SLATER, OTTAWA 4, ONTARIO

Aviation Statistics Centre/Centre des statistiques de l'aviation

Vol. 2, No. 41
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September 1970 septembre
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Airport Activity

This bulletin is another of a series in which data for the current year will be compared to that for the same period last year, at twenty-five of the top airports in Canada.

In this instance the period covered is the first quarter of 1969 and 1970.

Inquiries relating to the data may be directed to the Aviation Statistics Centre, (D.B.S.), Ottawa 4, Ontario. Attention: Mr. G.C. Coleman, or Mr. J.E. Berg, (Telephone 613-992-2332).

Activité des aéroports

Le présent bulletin est un autre dans une série qui contiendra les données de l'année en cours et de l'année précédente sur l'activité de vingt-cinq des plus importants aéroports du Canada.

La présente édition porte sur le premier trimestre des années 1969 et 1970.

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oduced by the Aviation Statistics Centre, Transportation and Public Utilities Division, Dominion Bureau of Statistics,
behalf of the Ministry of Transport and the Canadian Transport Commission
digé par le Centre des statistiques de l'aviation, Division des transports et des services d'utilité publique, Bureau fédéral de la statistique,
ur le Ministère des Transports et la Commission canadienne des transports

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1. The data refers to regularly scheduled international and mainline domestic flights. Data concerning charter flights have not been included in the tables.

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4. The tables will not balance horizontally within the traffic categories which are "Domestic", "Transborder", and "Other International". This is because the intransit load may arrive at a station under one category, and depart under another. The traffic categories are derived by allocating the traffic according to the last stop made before arrival and the next stop planned after departure. For example, consider a flight from Calgary to London, England via Winnipeg. The arrival at Winnipeg, from Calgary would be classed as a "Domestic" arrival, and the departure from Winnipeg to London, England would be considered an "Other International" departure.

5. At airports where flight numbers changed, all traffic on board was reported deplaned as well as arrived.

6. All flights to and from Alaska have been considered under the category "International, Transborder". Beginning with 1968 data, flights to and from Hawaii have been included under the traffic category "International, Transborder".

Notes - explicatives - Tableaux de l'activité des aéroports

1. Les données ont trait aux vols réguliers sur les lignes internationales et sur les grandes lignes intérieures. Les données sur les affrètements ne sont pas comprises dans les tableaux.

2. Les données sur les vols internationaux ont été recueillies par voie de recensement. Les données sur les vols intérieurs ont été réunies à partir d'un échantillon de 15 p. 100 et d'un recensement. L'échantillon est choisi de façon à ce que chaque jour de la semaine soit observé deux fois par trimestre et qu'il y ait au moins un jour-échantillon par semaine.

3. Les "marchandises" comprennent les messageries et le fret.

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6. Tous les vols en provenance et à destination de l'Alaska entrent dans la catégorie "vols transfrontaliers". Depuis 1968, les données sur les vols en provenance ou à destination des îles Hawaii sont comprises dans la même catégorie.

Scheduled International and Mainline Domestic Traffic

Trafic international à horaire fixe et trafic intérieur de ligne principale

Period covered - - période	Arriving load - - Charge à l'arrivée			Deplaned load - - Charge débarquée			Enplaned load - - Charge embarquée			Departing load - - Charge au départ		
January 1 to March 31 / 1er janvier au 31 mars	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises
		thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres	
Domestic -- Intérieur:												
1969	21,423	55.0	182.0	17,291	27.8	108.7	15,809	169.6	150.0	20,516	192.2	614.5
1970	24,708	55.3	211.9	19,894	23.5	149.1	17,805	203.6	295.6	23,424	223.8	563.5
% change -- variation %	15.3	0.5	16.4	15.1	- 15.5	37.2	12.6	20.0	97.1	14.2	16.4	- 8.3
International:												
Transborder -- Transfrontalier:												
1969	4,766	24.7	532.3	2,329	3.2	84.3	1,902	5.3	10.1	3,764	31.4	67.0
1970	5,489	16.0	334.1	2,547	2.2	77.6	1,935	5.4	10.0	4,072	30.8	61.4
% change -- variation %	15.2	- 35.2	- 37.2	9.4	- 31.3	- 8.0	1.7	1.9	- 1.0	8.2	- 1.9	- 8.4
Other -- Autre:												
1969	—	—	—	—	—	—	—	—	—	—	—	—
1970	—	—	—	—	—	—	—	—	—	—	—	—
% change -- variation %	—	—	—	—	—	—	—	—	—	—	—	—
Total International:												
1969	4,766	24.7	532.3	2,329	3.2	84.3	1,902	5.3	10.1	3,764	31.4	67.0
1970	5,489	16.0	334.1	2,547	2.2	77.6	1,935	5.4	10.0	4,072	30.8	61.4
% change -- variation %	15.2	- 35.2	- 37.2	9.4	- 31.3	- 8.0	1.7	1.9	- 1.0	8.2	- 1.9	- 8.4
All services -- Tous les services:												
1969	26,189	79.7	714.3	19,620	31.0	193.0	17,711	174.9	160.1	24,280	223.6	681.5
1970	30,197	71.3	546.0	22,441	25.7	226.7	19,740	209.0	305.6	27,496	254.6	624.9
% change -- variation %	15.3	- 10.5	- 23.6	14.4	- 17.1	17.5	11.5	19.5	90.9	13.2	13.9	- 8.3

Note: Additions for mail and cargo may not balance due to rounding.
Nota: Les additions du courrier et des marchandises peuvent être inexactes parce que les chiffres sont arrondis.

OTTAWA INTERNATIONAL AIRPORT -- AÉROPORT INTERNATIONAL D'OTTAWA

Scheduled International and Mainline Domestic Traffic

Trafic international à horaire fixe et trafic intérieur de ligne principale

Period covered - - période January 1 to March 31 / 1er janvier au 31 mars	Arriving load - - Charge à l'arrivée			Deplaned load - - Charge débarquée			Enplaned load - - Charge embarquée			Departing load - - Charge au départ		
	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises
		thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres	
Domestic -- Intérieur:												
1969	114,367	1,754.5	2,004.0	92,654	918.0	948.2	86,133	1,039.0	492.7	108,243	1,875.4	1,499.3
1970	141,932	2,170.7	2,252.4	104,346	937.9	979.8	103,705	978.0	499.5	141,718	2,210.6	1,766.9
% change -- variation %	24.1	23.7	12.4	12.6	2.2	3.3	20.4	- 5.9	1.4	30.9	17.9	17.8
International:												
Transborder -- Transfrontalier:												
1969	3,732	6.8	70.7	2,789	2.5	50.0	2,250	3.0	41.6	2,796	7.4	111.5
1970	3,447	10.9	67.1	2,498	6.8	40.0	2,488	3.7	70.8	3,011	8.0	103.1
% change -- variation %	- 7.6	60.3	- 5.1	- 10.4	172.0	- 20.0	10.6	23.3	70.2	7.7	8.1	- 7.5
Other -- Autre:												
1969	–	–	–	–	–	–	–	–	–	–	–	–
1970	–	–	–	–	–	–	–	–	–	–	–	–
% change -- variation %	–	–	–	–	–	–	–	–	–	–	–	–
Total International:												
1969	3,732	6.8	70.7	2,789	2.5	50.0	2,250	3.0	41.6	2,796	7.4	111.5
1970	3,447	10.9	67.1	2,498	6.8	40.0	2,488	3.7	70.8	3,011	8.0	103.1
% change -- variation %	- 7.6	60.3	- 5.1	- 10.4	172.0	- 20.0	10.6	23.3	70.2	7.7	8.1	- 7.5
All services -- Tous les services:												
1969	118,099	1,761.3	2,074.7	95,443	920.5	998.2	88,383	1,042.0	534.3	111,039	1,882.8	1,610.8
1970	145,379	2,181.6	2,319.5	106,844	944.7	1,019.8	106,194	981.7	570.3	144,729	2,218.6	1,870.0
% change -- variation %	23.1	23.9	11.8	11.9	2.6	2.2	20.2	- 5.8	6.7	30.3	17.8	16.1

Note: Additions for mail and cargo may not balance due to rounding.

Scheduled International and Mainline Domestic Traffic

Trafic international à horaire fixe et trafic intérieur de ligne principale

Period covered - - période	Arriving load - - Charge à l'arrivée			Deplaned load - - Charge débarquée			Enplaned load - - Charge embarquée			Departing load - - Charge au départ		
January 1 to March 31 - - 1er janvier au 31 mars	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises
		thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres	
Domestic -- Intérieur:												
1969	29,289	234.5	849.3	13,588	84.5	328.1	14,084	83.4	363.7	29,196	232.8	898.5
1970	34,110	200.5	474.0	17,098	57.2	263.8	15,676	79.5	221.9	32,778	226.4	437.0
% change -- variation %	16.5	- 14.5	- 44.2	25.8	- 32.3	- 19.6	11.3	- 4.7	- 39.0	12.3	- 2.8	- 51.4
International:												
Transborder -- Transfrontalier:												
1969	2,447	1.3	37.4	1,195	1.0	14.1	849	0.4	11.8	2,690	1.4	21.5
1970	2,406	6.4	15.5	1,090	1.8	6.7	1,082	0.6	2.0	2,308	1.6	5.9
% change -- variation %	- 1.7	392.3	- 58.6	- 8.8	80.0	- 52.5	27.4	50.0	- 83.1	- 14.2	14.3	- 72.6
Other -- Autre:												
1969	–	–	–	–	–	–	–	–	–	–	–	–
1970	–	–	–	–	–	–	–	–	–	–	–	–
% change -- variation %	–	–	–	–	–	–	–	–	–	–	–	–
Total International:												
1969	2,447	1.3	37.4	1,195	1.0	14.1	849	0.4	11.8	2,690	1.4	21.5
1970	2,406	6.4	15.5	1,090	1.8	6.7	1,082	0.6	2.0	2,308	1.6	5.9
% change -- variation %	- 1.7	392.3	- 58.6	- 8.8	80.0	- 52.5	27.4	50.0	- 83.1	- 14.2	14.3	- 72.6
All services -- Tous les services:												
1969	31,736	235.8	886.7	14,783	85.5	342.2	14,933	83.8	375.5	31,886	234.2	920.0
1970	36,516	206.9	489.5	18,188	59.0	270.5	16,758	80.1	223.9	35,086	228.0	442.9
% change -- variation %	15.1	- 12.3	- 44.8	23.0	- 31.0	- 21.0	12.2	- 4.4	- 40.4	10.0	- 2.7	- 51.9

Note: Additions for mail and cargo may not balance due to rounding.
Nota: Les additions du courrier et des marchandises peuvent être inexactes parce que les chiffres sont arrondis.

THUNDER BAY AIRPORT (formerly Lakehead) -- AÉROPORT DE THUNDER BAY (anciennement Lakehead)

Scheduled International and Mainline Domestic Traffic

Trafic international à horaire fixe et trafic intérieur de ligne principale

Period covered - - période	Arriving load - - Charge à l'arrivée			Deplaned load - - Charge débarquée			Enplaned load - - Charge embarquée			Departing load - - Charge au départ		
January 1 to March 31 / 1er janvier au 31 mars	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises
		thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres	
Domestic -- Intérieur:												
1969	18,342	179.9	640.5	16,794	140.2	405.9	18,613	93.9	159.4	20,161	133.6	394.0
1970	22,677	116.8	714.1	21,099	103.8	493.0	21,362	62.1	248.4	22,940	75.1	469.4
% change -- variation %	23.6	- 35.1	11.5	25.6	- 26.0	21.5	14.8	- 33.9	55.8	13.8	- 43.8	19.1
International:												
Transborder -- Transfrontalier:												
1969	858	0.7	42.5	858	0.7	42.5	877	0.7	8.4	877	0.7	8.4
1970	805	1.1	51.5	805	1.1	51.5	879	0.9	20.5	879	0.9	20.5
% change -- variation %	- 6.2	57.1	21.2	- 6.2	57.1	21.2	0.2	28.6	144.0	0.2	28.6	144.0
Other -- Autre:												
1969	–	–	–	–	–	–	–	–	–	–	–	–
1970	–	–	–	–	–	–	–	–	–	–	–	–
% change -- variation %	–	–	–	–	–	–	–	–	–	–	–	–
Total International:												
1969	858	0.7	42.5	858	0.7	42.5	877	0.7	8.4	877	0.7	8.4
1970	805	1.1	51.5	805	1.1	51.5	879	0.9	20.5	879	0.9	20.5
% change -- variation %	- 6.2	57.1	21.2	- 6.2	57.1	21.2	0.2	28.6	144.0	0.2	28.6	144.0
All services -- Tous les services:												
1969	19,200	180.6	683.0	17,652	140.9	448.4	19,490	94.6	167.8	21,038	134.3	402.4
1970	23,482	117.9	765.6	21,904	104.9	544.5	22,241	63.0	268.9	23,819	76.0	489.9
% change -- variation %	22.3	- 34.7	12.1	24.1	- 25.6	21.4	14.1	- 33.4	60.3	13.2	- 43.4	21.7

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Government Publications

Service

BULLETIN de service

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ASC-SB-2-12

September 1970 septembre
Preliminary -- Préliminaire

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Activité des aéroports

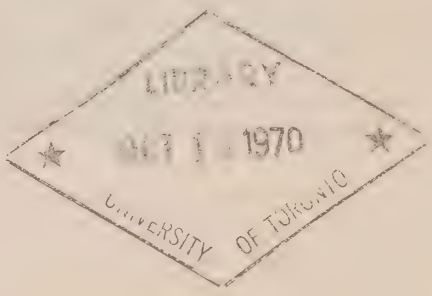
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Produced by the Aviation Statistics Centre, Transportation and Public Utilities Division, Dominion Bureau of Statistics, on behalf of the Department of Transport and the Canadian Transport Commission
Rédigé par le Centre des statistiques de l'aviation, Division des transports et des services d'utilité publique, Bureau fédéral de la statistique, pour le Ministère des Transports et la Commission canadienne des transports

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3. Cargo has been considered as express and freight.

4. The tables will not balance horizontally within the traffic categories which are "Domestic", "Transborder", and "Other International". This is because the intransit load may arrive at a station under one category, and depart under another. The traffic categories are derived by allocating the traffic according to the last stop made before arrival and the next stop planned after departure. For example, consider a flight from Calgary to London, England via Winnipeg. The arrival at Winnipeg, from Calgary would be classed as a "Domestic" arrival, and the departure from Winnipeg to London, England would be considered an "Other International" departure.

5. At airports where flight numbers changed, all traffic on board was reported deplaned as well as arrived.

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6. Tous les vols en provenance et à destination de l'Alaska entrent dans la catégorie "vols transfrontaliers". Depuis 1968, les données sur les vols en provenance ou à destination des îles Hawaii sont comprises dans la même catégorie.

Scheduled International and Mainline Domestic Traffic

Trafic international à horaire fixe et trafic intérieur de ligne principale

Period covered - - période	Arriving load - - Charge à l'arrivée			Deplaned load - - Charge débarquée			Enplaned load - - Charge embarquée			Departing load - - Charge au départ		
January 1 to March 31 / 1er janvier au 31 mars	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises
		thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres	
Domestic -- Intérieur:												
1969	20,193	114.0	210.2	18,897	114.0	177.2	18,080	99.9	161.0	19,627	122.8	294.9
1970	23,110	163.3	199.9	22,024	163.3	161.2	21,432	141.9	191.5	23,216	173.4	302.8
% change -- variation %	14.4	43.2	- 4.9	16.5	43.2	- 9.0	18.5	42.0	18.9	18.3	41.?	2.7
International:												
Transborder -- Transfrontalier:												
1969	5,764	27.5	164.0	4,217	4.6	30.1	3,928	5.3	3.5	5,224	5.3	36.5
1970	6,465	37.1	146.5	4,681	5.6	35.2	4,438	4.8	4.4	5,524	4.8	43.1
% change -- variation %	12.2	34.9	- 10.7	11.0	21.7	16.9	13.0	- 9.4	25.7	5.7	- 9.4	18.1
Other -- Autre:												
1969	–	–	–	–	–	–	–	–	–	–	–	–
1970	–	–	–	–	–	–	–	–	–	–	–	–
% change -- variation %	–	–	–	–	–	–	–	–	–	–	–	–
Total International:												
1969	5,764	27.5	164.0	4,217	4.6	30.1	3,928	5.3	3.5	5,224	5.3	36.5
1970	6,465	37.1	146.5	4,681	5.6	35.2	4,438	4.8	4.4	5,524	4.8	43.1
% change -- variation %	12.2	34.9	- 10.7	11.0	21.7	16.9	13.0	- 9.4	25.7	5.7	- 9.4	18.1
All services -- Tous les services:												
1969	25,957	141.5	374.2	23,114	118.6	207.3	22,008	105.2	164.5	24,851	128.1	331.4
1970	29,575	200.4	346.4	26,705	168.9	196.4	25,870	146.7	195.9	28,740	178.2	345.9
% change -- variation %	13.9	41.6	- 7.4	15.5	42.4	- 5.3	17.5	39.4	19.1	15.6	39.1	4.4

Note: Additions for mail and cargo may not balance due to rounding.
Nota: Les additions du courrier et des marchandises peuvent être inexactes parce que les chiffres sont arrondis.

WINDSOR AIRPORT -- AÉROPORT DE WINDSOR

Scheduled International and Mainline Domestic Traffic

Trafic international à horaire fixe et trafic intérieur de ligne principale

Period covered - - période	Arriving load - - Charge à l'arrivée			Deplaned load - - Charge débarquée			Enplaned load - - Charge embarquée			Departing load - - Charge au départ		
January 1 to March 31 / 1er janvier au 31 mars	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises
		thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres	
Domestic -- Intérieur:												
1969	21,970	102.5	508.3	20,631	97.7	434.9	18,714	104.6	756.8	20,024	106.4	778.7
1970	24,119	83.6	363.2	22,476	73.5	285.7	21,470	110.7	549.7	23,231	121.0	579.0
% change -- variation %	9.8	- 18.4	- 28.6	8.9	- 24.8	- 34.3	14.7	5.8	- 27.4	16.0	13.7	- 25.7
International:												
Transborder -- Transfrontalier:												
1969	--	--	--	--	--	--	--	--	--	--	--	--
1970	--	--	--	--	--	--	--	--	--	--	--	--
% change -- variation %	--	--	--	--	--	--	--	--	--	--	--	--
Other -- Autre:												
1969	1,201	1.9	24.0	330	0.0	2.3	117	0.4	18.0	1,017	5.2	91.2
1970	1,385	10.3	48.9	155	0.0	20.9	139	--	22.0	1,251	10.2	98.2
% change -- variation %	15.3	442.1	103.8	- 53.0	0.0	808.7	18.8	--	22.2	23.0	96.2	7.7
Total International:												
1969	1,201	1.9	24.0	330	0.0	2.3	117	0.4	18.0	1,017	5.2	91.2
1970	1,385	10.3	48.9	155	0.0	20.9	139	--	22.0	1,251	10.2	98.2
% change -- variation %	15.3	442.1	103.8	- 53.0	0.0	808.7	18.8	--	22.2	23.0	96.2	7.7
All services -- Tous les services:												
1969	23,171	104.4	532.3	20,961	97.7	437.2	18,831	105.0	774.8	21,041	111.6	869.9
1970	25,504	93.9	412.1	22,631	73.5	306.6	21,609	110.7	571.7	24,482	131.2	677.2
% change -- variation %	10.1	- 10.1	- 22.6	8.0	- 24.8	- 29.9	14.8	5.4	- 26.2	16.4	17.6	- 22.2

Note: Additions for mail and cargo may not balance due to rounding.

Government Publications

rvice BULLETIN de service

OCT 1 1970 UNIVERSITY OF TORONTO

275 SLATER, OTTAWA 4, ONTARIO

Aviation Statistics Centre/Centre des statistiques de l'aviation

Vol. 2, No. 43
ASC-SB-1-5

September 1970 septembre

Air Passenger Origin and Destination

This bulletin presents Domestic O & D data for the first quarters of 1968, 1969 and 1970.

The air carriers participating in the O & D survey are Air Canada, CP Air, Eastern Provincial Airways, Norcanair, Nordair, Pacific Western Airlines, Quebecair and Transair.

Enquiries relating to the data may be directed to the Aviation Statistics Centre, (D.B.S.), 275 Slater Street, Ottawa 4, Ontario. Attention: Mr. G.C. Coleman or Mr. A.R. Turner. (Telephone 613-992-2332).

Origine et destination des passagers aériens

Ce bulletin présente les données sur l'origine et la destination intérieures pour les premiers trimestres de 1968, 1969 et 1970.

Les compagnies aériennes suivantes participant à l'enquête sur l'origine et la destination; Air Canada, CP Air, Eastern Provincial Airways, Norcanair, Nordair, Pacific Western Airlines, Québecair et Transair.

Toute demande concernant les données est à adresser au Centre des statistiques de l'aviation (B.F.S.), 275, rue Slater, Ottawa 4 (Ontario), à l'attention de M. G.C. Coleman ou M. A.R. Turner (Téléphone 613-992-2332).

1st Quarter — 1er trimestre 1970 Rank — Rang	City Pair — Paire de ville		1st Quarter — 1er trimestre		
			1968	1969	1970
			(X 1,000 Pax Outbound & Inbound — Sortants et Entrants)		
1	Montreal	Toronto	132.7	152.1	177.1
2	Ottawa	Toronto	55.3	65.8	77.4
3	Calgary	Edmonton	44.4	56.5	57.1
4	Calgary	Vancouver	21.5	27.2	37.5
5	Toronto	Winnipeg	23.2	27.7	33.9
6	Edmonton	Vancouver	21.5	23.3	32.1
7	Toronto	Vancouver	21.1	25.5	30.0
8	Montreal	Quebec	19.5	20.1	24.9
9	Toronto	Windsor	19.0	19.8	22.7
10	Halifax	Montreal	13.8	16.9	21.4
11	Halifax	Toronto	12.8	15.7	19.8
12	Vancouver	Winnipeg	11.3	15.2	19.1
13	Thunder Bay	Toronto	13.1	14.6	17.5
14	Vancouver	Victoria	29.0	15.4	16.8
15	Montreal	Ottawa	9.6	10.4	16.4
16	Montreal	Vancouver	9.4	13.0	15.1
17	Sudbury	Toronto	9.7	12.1	14.5
18	Calgary	Toronto	9.8	12.0	14.4
19	Calgary	Winnipeg	9.7	10.9	13.8
20	Sault Ste. Marie	Toronto	10.8	12.5	13.7
21	Montreal	Winnipeg	9.1	10.2	13.5
22	Prince George	Vancouver	10.1	12.3	13.0
23	Edmonton	Toronto	8.7	10.4	12.9
24	Montreal	Saguenay	7.6	8.6	11.5
25	Regina	Winnipeg	9.4	10.2	11.4

8705-501

oduced by the Aviation Statistics Centre, Transportation and Public Utilities Division, Dominion Bureau of Statistics,
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édigé par le Centre des statistiques de l'aviation, Division des transports et des services d'utilité publique, Bureau fédéral de la statistique,
our le Ministère des Transports et la Commission canadienne des transports

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Aviation Statistics Centre/Centre des statistiques de l'aviation

Vol. 2, No.44
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October 1970 octobre

Civil Aviation - 1st Quarter 1970

NEW PUBLICATION

"Air Carrier Operations in Canada"

A new publication, "Air Carrier Operations in Canada" is about to be released. This publication will be issued on a quarterly basis and contains operational statistics and financial data concerning the activities of all Canadian air services, as well as summary information concerning scheduled foreign airlines' services to and from Canada. Details of the operations and income position of each of the seven major Canadian air carriers are presented. Foreign carrier traffic figures are compared with Canadian results on both an area and a directional basis.

The operations of smaller companies are highlighted in a separate section. This section tabulates the amount and type of activities they performed, as well as the share of the market occupied by helicopters.

The quarterly "Air Carrier Operations in Canada" (catalogue no. 51-002) is a bilingual publication. For your convenience an order form has been included with this bulletin. The cost is $1.00 per copy.

To: Publications Distribution Unit,
Dominion Bureau of Statistics,
Ottawa 3, Ontario.

Please send me .... copies of report Air Carrier Operations in Canada.
DBS Catalogue Number 51-002

Enclosed is remittance of $..... payable to the Receiver General of Canada

OR

Debit Account No. ..... on deposit with the Queen's Printer, Ottawa, in the amount of $.....

NAME .....

ADDRESS ..... ZONE ..... PROV. .....

Some quarterly data from the publication are summarized in this service bulletin. Enquiries concerning the material presented should be directed to the Aviation Statistics Centre, Ottawa, Attention: Mr. K.J. Marks (Telephone 992-2957).

Aviation civile - 1er trimestre 1970

NOUVELLE PUBLICATION

"Opérations des transporteurs aériens au Canada"

Une nouvelle publication intitulée "Opérations des transporteurs aériens" paraîtra bientôt. Cette publication paraîtra tous les trois mois et renfermera la statistique des opérations et des données financières concernant les activités de tous les services aériens du Canada, ainsi que des informations sommaires sur le service à destination et en provenance du Canada fourni par les compagnies aériennes étrangères à horaire fixe. On y trouvera des renseignements concernant les opérations et le revenu des sept grands transporteurs aériens canadiens. Les chiffres sur le trafic des transporteurs étrangers sont comparés à ceux des transporteurs canadiens, quant au territoire et à la direction.

Les opérations des compagnies plus petites font l'objet d'une section distincte. Celle-ci présente en tableaux le nombre et le genre des opérations accomplies, ainsi que la participation des hélicoptères à l'ensemble des opérations.

La publication trimestrielle "Opérations des transporteurs aériens au Canada" (nº de catalogue 51-002) est bilingue. Veuillez trouver ci-joint un bulletin de commande. Son prix est de $1.00.

A la: Sous-section de la distribution des publications
Bureau fédéral de la statistique
Ottawa 3 (Ontario)

Veuillez m'envoyer .... exemplaires du bulletin "Opérations des transporteurs aériens au Canada".
Numéro au catalogue du B.F.S. 51-002

Ci-inclus un chèque ou mandat de $..... à l'ordre du Receveur général du Canada

OU

Portez le montant de $..... au débit du compte provision nº ..... chez l'imprimeur de la Reine, à Ottawa.

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Certaines données trimestrielles tirées de la publication sont résumées dans le présent bulletin de service. Toute demande de renseignements concernant les données présentées doit être adressée au: Centre des statistiques de l'aviation, Ottawa. A l'attention de: M. K.J. Marks (Téléphone 992-2957).

8705-501

Produced by the Aviation Statistics Centre, Transportation and Public Utilities Division, Dominion Bureau of Statistics, on behalf of the Ministry of Transport and the Canadian Transport Commission
Rédigé par le Centre des statistiques de l'aviation, Division des transports et des services d'utilité publique, Bureau fédéral de la statistique, pour le Ministère des Transports et la Commission canadienne des transports

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Table 1. Operations of Canadian Airlines and Scheduled Foreign Airlines, 1st Quarter 1970

Tableau 1. Opérations des transporteurs aériens canadiens et des transporteurs étrangers à horaire fixe, 1er trimestre 1970

		Canadian airlines — Transporteurs aériens canadiens					Foreign airlines — Transporteurs aériens étrangers		
		Transcontinental and regional air carriers 7 major — Transcontinentaux et régionaux les 7 principaux	Group III carriers — Transporteurs du groupe III	Group IV carriers — Transporteurs du groupe IV	Group V carriers — Transporteurs du groupe V	Total Canadian carriers — Total, transporteurs canadiens	U.S. carriers — Transporteurs des États-Unis	Other Foreign carriers — Autres transporteurs étrangers	Total Foreign carriers — Total, transporteurs étrangers
Unit toll — Taxe unitaire:									
Passengers — Passagers	'000	2,299	55	14	7	2,375	520	112	632
Passenger-miles — Passagers-milles	millions	2,064	13	5	—	2,082	29	91	120
Cargo carried — Cargaison	'000 lbs. — liv.	64,306	2,446	964	12	67,728	9,853	16,749	26,602
Cargo ton-miles — Cargaison tonnes-milles	'000	55,553	950	276	—	56,779	368	5,938	6,306
Hours flown — Heures de vol ..		102,052	11,531	4,052	707	118,342	2,266	4,852	7,118
Charter — Services de frètement:									
Passengers — Passagers	'000	63	73	48	20	204	2	7	9
Passenger-miles — Passagers-milles	millions	115	73	—	—	188	0.2	3.3	3.5
Goods — Marchandises	'000 lbs. — liv.	27,601	18,196	6,195	2,451	54,443	—	213	213
Goods ton-miles — Marchandises tonnes-milles	'000	10,306	1,241	2	—	11,549	—	42	42
Hours flown — Heures de vol ..		10,885	38,441	23,221	14,334	86,881	29	65	94
Specialty — Services spécialisés:									
Hours flown — Heures de vol ..		682	6,694	30,984	66,059	104,419	—	—	—

Notes: 1. Miles reported by foreign airlines are for those flown over Canadian territory only. — Les milles de vol par les transporteurs aériens étrangers ne s'appliquent qu'aux vols en territoire canadien.

2. Cargo = Freight and Express. — Cargaison: fret et messageries.

3. Goods = Freight, Express, excess baggage and mail. — Marchandises: fret, messageries, l'excédent des bagages et courrier.

Table 2. Selected Operating Revenue and Expense Items - Canadian Airlines Financial Groups I-IV, 1st Quarter 1970

Tableau 2. Certains postes de recettes et de dépenses d'exploitation - Groupes financiers I-IV des transporteurs aériens canadiens, 1er trimestre 1970

	Group I — Groupe I	Group II — Groupe II	Group III — Groupe III	Group IV — Groupe IV	Total group I-IV carriers — Total transporteurs des groupes I-IV
Revenues — Recettes:					
Unit toll — Transport à tax unitaire	130,984	10,843	1,889	402	144,118
Charter — Services de frètement	1,830	6,537	7,327	2,145	17,839
Specialty flying — Services aériens spécialisés	22	98	929	1,031	2,080
Non-flying revenues — Recettes autre que du transport aérien	1,581	277	993	557	3,408
Total operating revenues — Total, recettes d'exploitation	134,417	17,755	11,138	4,135	167,445
Expenses — Dépenses:					
Flying operations — Opérations de vol	32,349	6,740	6,146	2,109	47,343
Maintenance — Entretien	24,327	3,839	4,336	1,417	33,918
Other expenses — Autres dépenses	81,318	8,050	4,475	1,652	95,497
Total operating expenses — Total dépenses d'exploitation	137,994	18,629	14,957	5,178	176,758
Operating income (loss) - Revenu (perte) d'exploitation	(3,578)	(874)	(3,918)	(947)	(9,316)
Interest expense — Intérêt	8,782	1,336	827	182	11,127
Net income after taxes — Revenu net après les impôts	(9,600)	(836)	(4,486)	1,159	(16,081)

Table 3. Helicopter Statistics - Companies Operating only Helicopters, 1st quarter 1970

Tableau 3. Statistiques des hélicoptères - Entreprises n'exploitant que des hélicoptères, 1er trimestre 1970

Operating statistics Group I-V carriers — Statistique d'exploitation Transporteurs des groupes I-V		1st quarter — 1er trimestre 1970
ours flown — Heures de vol:		
Charter — Services de frètement		13,043
Specialty — Services spécialisés		5,637
Total revenue — Total, trafic payant		18,680
Non-revenue — Trafic non payant		1,586
elicopter operating revenues and expenses - carriers in groups I-IV operating only helicopters — Exploitation relatives aux hélicoptères recettes et dépenses - transporteurs des groupes I-IV n'exploitant que des hélicoptères:		
Revenues* — Recettes*		
Charter — Services de frètement	$'000	1,955
Specialty — Services spécialisés	"	531
Other — Autres	"	112
Total operating revenues — Total, recettes d'exploitation	"	2,598
Expenses* — Dépenses*		
Flying operations — Operations de vol	$'000	1,731
Maintenance — Entretien	"	1,615
Other Expenses — Autres dépenses	"	1,164
Total operating expenses — Total, dépenses d'exploitation		4,510
perating income (loss) — Revenu (perte) d'exploitation		(1,939)
nterest expense — Intérêts		204
et income (loss) after taxes — Revenue net (perte nette) après impôts	$'000	(2,108)

Revenues and expenses are not reported for group V until the end of the year. — Les recettes et les dépenses des entreprises du groupe V ne sont pas déclarées avant la fin de l'année.

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Aviation Statistics Centre/Centre des statistiques de l'aviation

Vol. 2, No. 45
ASC-SB-1-6

October 1970 octobre

Airline Passenger Origin and Destination Statistics — 1969 Data

This bulletin presents statistics to indicate the volume of passengers originating their journeys at Canadian cities and attempts to show the degree of concentration in terms of the total passenger generating power of Canadian cities.

The statistics are compiled from the passenger coupons lifted by the eight participating Canadian air carriers plus the relevant U.S. data supplied under an exchange agreement with the Civil Aeronautics Board. If, for example, a 10 passenger itinerary is reported as Montreal-Vancouver-Seattle-Osaka, the 10 passengers will be credited to Montreal, since it is the first city to appear in the unbroken itinerary.

Enquiries relating to the data may be directed to the Aviation Statistics Centre, (D.B.S.) 275 Slater Street, Ottawa 4, Ontario. Attention: Mr. G.C. Coleman or Mr. A.R. Turner, (Telephone 613-992-2332).

Statistiques sur l'origine et la destination des passagers des lignes aériennes — Données de 1969

Le présent bulletin renferme des statistiques sur le nombre des passagers qui commencent leurs voyages à partir de villes canadiennes, et cherche à montrer le degré de concentration en fonction du potentiel passagers des villes canadiennes.

Les statistiques sont établies d'après les coupons des passagers prélevés par les huit sociétés de transport aérien déclarantes, ainsi que des données pertinentes recueillies par les Etats-Unis et qui nous sont communiquées en vertu de l'accord d'échange conclu avec la Civil Aeronautics Board. Si, par exemple, le trajet de 10 passagers est indiqué comme suit: Montréal-Vancouver-Seattle-Osaka, les dix passagers sont comptés à Montréal, vu que c'est la première ville à partir de laquelle le trajet est ininterrompu.

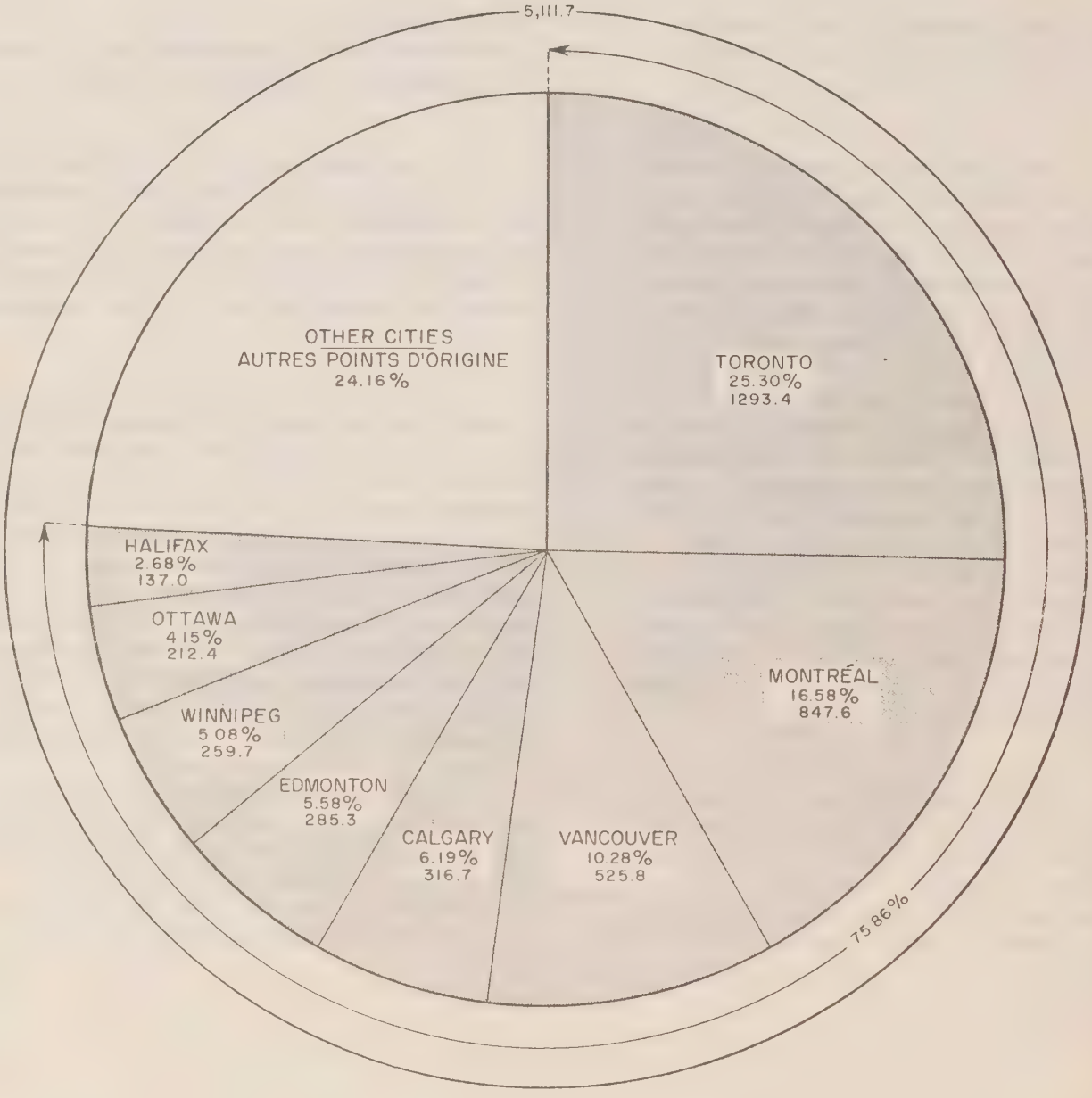
Pour tout renseignement au sujet des données, adressez-vous au Centre des statistiques de l'aviation (B.F.S.), 275, rue Slater, Ottawa 4 (Ontario), à l'attention de M. G.C. Coleman ou de M. A.R. Turner (Téléphone 613-992-2332).

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digé par le Centre des statistiques de l'aviation, Division des transports et des services d'utilité publique, Bureau fédéral de la statistique, ur le Ministère des Transports et la Commission canadienne des transports

PASSENGER ORIGINATIONS AT CANADIAN CITIES
(000'S)

POINTS D'ORIGINE AU CANADA
(X 1,000 PASSAGERS)



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275 SLATER, OTTAWA 4, ONTARIO

Aviation Statistics Centre/Centre des statistiques de l'aviation

Vol. 2, No. 46
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October 1970 Octobre

Civil Aviation — August 1970

Operations of Transcontinental and Regional Air Carriers

Preliminary figures for the seven major Canadian airlines (two transcontinental and five regional) have been compiled and tabulated.

Figures for 1969 have been recalculated to include the operations of Nordair and thus make 1969 and 1970 totals comparable.

Complete monthly statistical data may be obtained by consulting the monthly publication "Transcontinental and Regional Air Carrier Operations", catalogue no. 51-001.

Enquiries concerning the material presented should be directed to the Aviation Statistics Centre, Attention: Mr. K.J. Marks, (Telephone 992-2957.

Aviation civile — Août 1970

Exploitation des transporteurs transcontinentaux et régionaux

Les statistiques provisoires des sept principaux transporteurs canadiens (deux transcontinentaux et cinq régionaux) ont été mises en tableau.

Les chiffres donnés pour 1969 ont été rectifiés pour inclure Nordair et pour que les totaux de 1969 et 1970 soient comparables.

Le bulletin "Opérations des transporteurs aériens transcontinentaux et régionaux", numéro de catalogue 51-001, renferme toute la statistique mensuelle.

Adresser demande de renseignements supplémentaires au Centre des statistiques de l'aviation, Attention: M. K.J. Marks, (Téléphone 992-2957).

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behalf of the Ministry of Transport and the Canadian Transport Commission
digé par le Centre des statistiques de l'aviation, Division des transports et des services d'utilité publique, Bureau fédéral de la statistique,
ur le Ministère des Transports et la Commission canadienne des transports

Operations of Transcontinental and Regional Air Carriers
August 1970 Preliminary Data

Exploitation des transporteurs transcontinentaux et régionaux
Août 1970 - Résultats provisoires

	Air Canada	CP Air	August — Août 1970 Five regional carriers(1) — Cinq transporteurs régionaux(1)	Total(2)	August — Août 1969 total	Jan.-Aug. 1970 total — Janv.-Août	Jan.-Aug. 1969 total — Janv.-Août	% change — Variation en % 1970 cum. V's 1969 cum.	
	(Thousands — en milliers)								
Operating statistics:									Exploitation:
Unit toll - Passenger-miles ..	802,051	282,629	59,929	1,144,609	1,032,134	6,673,445	5,475,928	+ 21.9	Taxe unitaire - Passagers-milles
Goods ton-miles ..	17,805	4,116	1,556	23,477	19,790	183,121	154,907	+ 18.2	Tonnes-milles de marchandises
Mail ton-miles ...	1,697	582	182	2,461	2,700	22,743	22,428	+ 1.4	Tonnes-milles de courrier
Charter - Hours flown	2	1	4	7	6	41	36	+ 13.9	Vols d'affrètement - Heures de vol
Passenger-miles	99,594	50,464	73,544	223,602	143,311	906,663	577,132	+ 57.1	Passagers-milles
Goods ton-miles	208	—	1,415	1,623	1,897	23,153	22,506	+ 2.9	Tonnes-milles de marchandises
Fuel consumption: (gallons)									Consommation de combustible: (gallons)
Turbo and jet fuel	32,530	10,809	4,683	48,022	43,589	322,380	264,141	+ 22.0	Combustible pour turbomoteurs et moteurs à réaction
Gasoline	—	2	468	470	977	3,809	7,070	— 46.1	Essence
Financial statistics:									Statistiques financières:
Operating revenues ..... $	53,316	16,956	9,431	79,703	70,755	486,042	402,625	+ 20.7	Recettes d'exploitation
Operating expenses ..... $	41,721	13,803	8,343	63,867	55,394	453,527	373,689	+ 21.4	Dépenses d'exploitation
Operating income (loss) .... $	11,595	3,153	1,088	15,836	15,361	32,515	28,936	+ 12.4	Revenu d'exploitation

(1) Eastern Provincial Airways, Nordair, Pacific Western Airlines, Quebecair and Transair. — Eastern Provincial Airways, Nordair, Pacific Western Airlines, Québecair et Transiar.

(2) Operations of the seven carriers represented in totals normally account for more than 85% of the revenues and expenses of the Canadian air transport industry. — Ces sept compagnies enregistrent habituellement plus que 85 p. 100 de toutes les recettes et dépenses d'exploitation de l'industrie des transports aériens au Canada.

— Nil or zero — Néant ou zéro.

-- Too small to be expressed — Chiffre infime.

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Service BULLETIN de service

275 SLATER, OTTAWA 4, ONTARIO

Aviation Statistics Centre/Centre des statistiques de l'aviation

Vol. 2, No. 47
ASC-SB-3-10

October 1970 Octobre

Preliminary

Aircraft Movement Statistics for month of September 1970 Airports with DOT Air Traffic Control Towers

This brief review refers to aircraft movements at those airports where Air Traffic Control Towers are operated by the Ministry of Transport. The statistics relate to 47 of these airport operating this month compared with 44 in September 1969.

Total aircraft movements during September 1970 were 364,061 compared with 357,916 in September 1969; this represents an increase of 6,145 or 1.7 p.c. this month over September last year. Itinerant movements moved up this month to 167,015 which were 7,832 or 4.9 p.c. higher than in September the year before when 159,183 were recorded. Local movements were down to 189,324 in September 1970, 740 or 0.3 p.c. fewer local movements than the 190,064 during the same month last year. Simulated approaches which were 8,669 in September 1970 moved lower in September this year to 7,722, a decrease of 947 or 10.9 p.c.

For period January to September 1970, total aircraft movements increased to 3,457,717, a gain of 71,581 or 2.1 p.c. over the 3,386,136 that were registered during the same nine months of 1969. Itinerants accumulated to 1,488,743 during the first nine months this year, an increase of 67,505 or 4.6 p.c. over this period last year when the number was 1,421,238. Locals totalled 1,880,491 during January to September 1970, up 11,178 or 0.6 p.c. over these nine months in 1969 when 1,869,313 were registered. Cumulative total for the year-to-date of simulated approaches reached 88,483, a decrease of 7,102 or 7.4 p.c. compared with this period last year during which 95,585 were recorded.

Address inquiries to Department of Transport, Ottawa 4, Ontario. Attention: Aviation Statistics Centre, D.B.S., Mr. Jan Bekooy (Telephone 992-2957).

Préliminaire

Statistiques relatives au mouvement des aéronefs septembre 1970 Aéroports avec tour de contrôle du ministère des Transports

Dans ce sommaire, on ne considère comme mouvements d'aéronefs que les mouvements enregistrés par une tour de contrôle du ministère des Transports. Ces statistiques portent sur les 47 aéroports en activité en septembre 1970; en septembre 1969, il n'y en avait que 44.

En septembre 1970, le nombre total de mouvements d'aéronefs a été de 364,061, soit 6,145 ou 1.7 p. 100 de plus qu'en septembre 1969 (357,916). Le nombre de mouvements itinérants a été de 167,015, soit 7,832 ou 4.9 p. 100 de plus qu'en septembre 1969 (159,183); le nombre de mouvements locaux est tombé à 189,324 soit une diminution de 740 ou de 0.3 p. 100 par rapport aux 190,064 mouvements enregistrés en septembre 1969; le nombre d'approches simulées a été de 8,669, soit 947 ou 10.9 p. 100 de moins qu'en septembre 1969.

Depuis le début de l'année, le nombre total de mouvements d'aéronefs a été de 3,457,717, soit 71,581 ou 2.1 p. 100 de plus que pour la période janvier-septembre 1969 (3,386,136); le nombre de mouvements itinérants a été de 1,488,743, soit 67,505 ou 4.6 p. 100 de plus que pour la période janvier-septembre 1969 (1,421,238); le nombre de mouvements locaux a été de 1,880,491 soit 11,178 ou 0.6 p. 100 de plus que pour la période janvier-septembre 1969 (1,869,313); le nombre d'approches simulées a été de 88,483, soit 7,102 ou 7.4 p. 100 de moins que la période janvier-septembre 1969 (95,585).

Pour obtenir de plus amples renseignements, s'adresser à M. J. Bekooy du Centre des statistiques de l'aviation, ministère des Transports, Ottawa 4 (Ontario). (Téléphone 992-2957).

3705-501

roduced by the Aviation Statistics Centre, Transportation and Public Utilities Division, Dominion Bureau of Statistics, n behalf of the Ministry of Transport and the Canadian Transport Commission
édigé par le Centre des statistiques de l'aviation, Division des transports et des services d'utilité publique, Bureau fédéral de la statistique, our le Ministère des Transports et la Commission canadienne des transports

Airports with Department of Transport Towers
Total Aircraft Movements by Class of Operation, September 1970

Aéroports avec tours de contrôle du ministère des Transports
Total des mouvements d'aéronefs, par classe de vol, septembre 1970

Airports — Aéroports	Total Sept. 1969	September 1970 Septembre						
		Total	Rank — Rang	Itinerant — Itinérant	Rank — Rang	Local — Locaux	Rank — Rang	Simulated approaches — Approches simulées
Abbotsford	5,656	5,700		2,321		3,170		209
Baie Comeau	2,418	2,199		1,569		630		—
Brandon	3,878	3,739		1,332		2,400		7
Buttonville	17,840	15,865	6	3,905		11,842	3	118
Calgary International	17,855	15,800	7	6,302	8	9,275	5	223
Cartierville	5,994	1,132		404		728		—
Edmonton Industrial	13,738	14,741	8	7,298	6	7,340	9	103
Edmonton International	3,454	4,365		2,199		1,423		743
Fort St. John	1,594	1,168		1,089		78		1
Fredericton	4,579	3,826		2,134		1,666		26
Gander International	6,718	5,190		2,182		2,976		32
Halifax International	4,919	6,652		2,931		3,683		38
Hamilton City	15,351	14,589	9	4,033		9,983	4	573
Kamloops	4,108	3,617		2,166		1,439		12
Lethbridge	4,704	3,585		1,317		2,202		66
London	9,721	7,426		3,293		3,988		145
Moncton	7,891	7,021		2,282		4,494		245
Montreal International	21,937	20,829	2	13,225	2	6,833	10	771
North Bay	4,555	4,347		2,320		1,840		187
Oshawa	—	7,525		1,937		5,524		64
Ottawa International	17,149	16,739	5	7,545	5	8,397	6	797
Penticton	2,628	3,181		1,502		1,666		13
Pitt Meadows	9,548	11,133		3,739		7,376	8	18
Port Hardy	1,197	1,870		1,113		750		7
Prince George	4,501	3,263		1,747		1,510		6
Quebec	10,282	9,594		5,224	10	4,267		103
Regina	7,257	7,485		3,028		4,300		157
Saint John	1,790	1,770		1,301		329		140
St. Andrews	10,332	9,808		2,306		7,502	7	—
St. Hubert	25,738	23,230	1	6,925	7	16,109	1	196
St. John's	1,241	2,650		1,198		1,428		24
St. Jean	1,299	6,404		2,015		4,350		39
Saskatoon	6,430	6,250		2,747		3,460		43
Sault Ste. Marie	—	1,235		831		355		49
Sept-Iles	2,258	3,151		2,044		1,076		31
Springbank	—	8,011		1,489		6,522		—
Sydney	1,205	1,372		924		434		14
Thunder Bay	3,402	4,023		1,621		2,329		73
Toronto International	18,552	19,321	3	15,504	1	2,706		1,111
Toronto Island	19,989	18,174	4	5,670	9	12,504	2	—
Vancouver International	14,796	12,375		10,970	3	1,139		266
Victoria International	7,781	8,455		4,653		3,596		206
Wabush	801	877		767		108		2
Waterloo-Wellington	6,477	6,815		2,593		4,096		126
Whitehorse	6,362	6,711		2,318		4,366		27
Windsor	6,974	6,786		2,362		4,341		83
Winnipeg International	13,017	14,062	10	10,640	4	2,794		628
1970 towers 47 tours		364,061		167,015		189,324		7,722
1969 tours 44 towers		357,916		159,183		190,064		8,669
January to September 1970 cumulative		3,457,717		1,488,743		1,880,491		88,483
Janvier à septembre 1969 cumulatif		3,386,136		1,421,238		1,770,336		88,948

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Aviation Statistics Centre/Centre des statistiques de l'aviation

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October 1970 Octobre

Civil Aviation

Helicopter Statistics
January to June (inclusive) 1970

Summary statistics for all Canadian carriers who operated helicopters for the first half of 1970 are tabulated in this bulletin. This is the first time data has been compiled for all helicopter operations in Canada, so comparable data for 1969 is not available.

This is also the first time international data on helicopters has been compiled along with Canadian operations.

Non-revenue hours are not presented since they are not reported by area.

Further information on helicopter operations may be obtained by consulting the D.B.S. publication "Air Carrier Operations in Canada", catalogue no. 51-002.

Enquiries concerning the material presented should be directed to the Aviation Statistics Centre, Attention: Mr. K.J. Marks, (Telephone 992-2957).

Aviation civile

Statistiques des hélicoptères
De janvier à juin (inclusivement) 1970

Le présent bulletin renferme des statistiques sommaires sur tous les transporteurs canadiens qui ont exploité des hélicoptères pendant le premier semestre de 1970. Vu que c'est la première fois qu'on établit des données sur toutes les opérations relatives à l'exploitation des hélicoptères au Canada, il n'existe pas de données comparables pour 1969.

C'est également la première fois qu'on établit en même temps des données internationales sur l'exploitation des hélicoptères.

On n'indique pas les heures non payantes, étant donné que celles-ci ne sont pas déclarées par secteur.

On obtiendra de plus amples renseignements en consultant la publication du B.F.S. intitulée Opérations des transporteurs aériens du Canada, N° 51-002 au catalogue.

Adresser toute demande de renseignements supplémentaires au Centre des statistiques de l'aviation, attention: M. K.J. Marks, (Téléphone 992-2957).

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édigé par le Centre des statistiques de l'aviation, Division des transports et des services d'utilité publique, Bureau fédéral de la statistique,
our le Ministère des Transports et la Commission canadienne des transports

Helicopters Services All Groups - Revenue Operations, January to June 1970

Services d'hélicoptères ensemble des groups - opérations payantes, janvier à juin 1970

	Area — Secteur							
	1 & 2	3	4	5-7	8	9 & 10	International	Tota
Specialty flying — Services spécialisés								
Hours flown — Heures de vol:								
FT	144	172	1,644	585	724	—	—	3,2
RF	—	24	439	35	8	3	—	5
APS	—	34	576	11	10	394	—	1,0
AP	—	28	135	1	4	5	—	1
AIRA	345	3,105	2,163	1,048	1,017	332	4	8,0
AAD	7	101	120	202	36	—	—	4
AC	—	—	251	—	36	—	—	2
A Const	610	232	—	129	12	7	—	9
AAM	—	—	—	—	7	—	—	
AR	—	2	4	—	—	—	—	
Total, specialty flying hours — Total, heures de vol, services spécialisés	1,106	3,698	5,332	2,011	1,854	741	4	14,7
Charter service — Services de frètement								
Total, hours flown — Total, heures de vol	3,729	8,990	5,049	11,232	14,211	18,881	363	62,4
Grand total, hours flown flown — Total global, heures de vol	4,835	12,688	10,381	13,243	16,065	19,622	367	77,2

Note — Nota: Area — Sector 1 & 2 Maritimes and Labrador — provinces de l'Atlantique et Labrador
3 Québec
4 Ontario
5-7 Prairie Provinces — provinces des Prairies
8 British Columbia — Colombie-Britannique
9 & 10 Yukon and North West Territories — Yukon et Territoires du Nord-Oue

Revenues Derived from Helicopters Groups I-IV only

Recettes provenant de l'exploitation des hélicoptères, groupes I-IV seulement

Operating revenue — Revenu d'exploitation	$12,649,489
Operating expenses — Dépenses d'exploitation	$12,573,663
Net income — Revenu net	$ 178,408
Non-revenue hours flown — Heures de vol non payantes	4,745

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Aviation Statistics Centre/Centre des statistiques de l'aviation

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ASC-SB-1-7

October 1970 Octobre

Air Passenger Origin and Destination

This bulletin presents Domestic O & D data for the second quarters of 1968, 1969 and 1970.

The air carriers participating in the O & D survey are Air Canada, CP Air, Eastern Provincial Airways, Norcanair, Nordair, Pacific Western Airlines, Quebecair and Transair.

A strike which closed Air Canada's operations from April 21 until May 20 had a significant impact on the 1969 figures.

Enquiries relating to the data may be directed to the Aviation Statistics Centre, (D.B.S.), 275 Slater Street, Ottawa 4, Ontario. Attention: Mr. G.C. Coleman or Mr. A.R. Turner (Telephone 613-992-2332).

Origine et destination des passagers aériens

Ce bulletin présente les données sur l'origine et la destination intérieures pour les deuxièmes trimestres de 1968, 1969 et 1970.

Les compagnies aériennes suivantes participent à l'enquête sur l'origine et la destination; Air Canada, CP Air, Eastern Provincial Airways, Norcanair, Nordair, Pacific Western Airlines, Québecair et Transair.

Une grève que a interrompu l'exploitation d'Air Canada du 21 avril au 20 mai a eu une grande répercussion sur les résultats de 1969.

Toute demande concernant les données est à addresser au Centre des statistiques de l'aviation (B.F.S.), 275, rue Slater, Ottawa 4 (Ontario), à l'attention de M. G.C. Coleman ou M. A.R. Turner (Téléphone 613-992-2332).

Domestic Air Passenger Origin and Destination, 2nd Quarter 1968, 1969 and 1970

Origine et destination intérieures des passagers aériens, 2e trimestres 1968, 1969 et 1970

2nd Quarter — 2e trimestre 1970 Rank — Rang	City pair — Paire de ville		2nd Quarter — 2e trimestre		
			1968	1969	1970
			(X 1,000 Pax outbound & inbound — Sortants et entrants)		
1	Montreal	Toronto	136.8	134.9	184.3
2	Ottawa	Toronto	59.4	48.6	82.5
3	Calgary	Edmonton	42.1	54.1	56.9
4	Toronto	Winnipeg	32.7	34.4	43.8
5	Toronto	Vancouver	29.6	37.6	43.0
6	Calgary	Vancouver	27.0	33.9	39.7
7	Edmonton	Vancouver	25.6	27.1	33.2
8	Halifax	Toronto	17.3	18.6	24.7
9	Toronto	Windsor	19.4	13.5	24.7
10	Montreal	Quebec	19.9	15.6	23.1
11	Vancouver	Winnipeg	16.0	18.4	22.8
12	Halifax	Montreal	18.2	16.1	22.8
13	Thunder Bay	Toronto	16.1	12.5	21.6
14	Montreal	Vancouver	16.0	18.1	21.1
15	Calgary	Toronto	16.8	17.4	19.9
16	Edmonton	Toronto	14.1	14.5	19.2
17	Vancouver	Victoria	18.2	12.1	18.3
18	Montreal	Winnipeg	12.8	13.3	16.9
19	Sault Ste. Marie	Toronto	12.7	9.2	15.6
20	Montreal	Ottawa	9.5	8.7	15.5
21	Calgary	Winnipeg	10.6	11.3	15.4
22	Sudbury	Toronto	10.0	8.6	15.2
23	Prince George	Vancouver	10.6	13.4	14.5
24	Hamilton	Montreal	—	2.7	12.3
25	Montreal	Saguenay	7.2	7.6	11.5

Note: Nordair initiated the service Hamilton-Montreal April 28, 1969.
Nota: Nordair a inauguré le service Hamilton-Montréal le 28 avril 1969.

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October 1970 Octobre

Number of Canadian Private Aircraft Reporting Flying Hours in 1968

In 1968, 5,737 Canadian private aircraft with a valid certificate of airworthiness flew 696,932 hours. Of this total 5,672 fixed-wing aircraft flew 686,022 hours and 65 helicopters flew 10,910 hours.

The statistics on the following pages are compiled from data reported on applications for certificates of airworthiness. It should be mentioned that the data is collected by province of registration which does not necessarily coincide with the province where the flying activity took place.

In order to keep the length of the list within reasonable bounds, some models of the same type of aircraft with corresponding flying characteristics are grouped together.

Inquiries related to the subject-matter presented should be directed to Ministry of Transport, Ottawa 4, Ont. Attention: Aviation Statistics Centre, Mr. Jan Bekooy (Telephone 992-2957).

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Nombre d'aéronefs privés canadiens pour lesquels des heures de vol ont été déclarées en 1968

En 1968, 5,737 aéronefs privés canadiens ayant un certificat de navigabilité on enregistré 696,932 heures de vol, dont 686,022 effectuées par 5,672 aéronefs à voilure fixe et 10,910 par 65 hélicoptères.

Les statistiques des pages suivantes ont été établies à partir des données fournies au moment des demandes de certificats de navigabilité. Il convient de noter que les renseignements sont recueillis par province d'immatriculation et que celle-ci n'est pas nécessairement celle où les heures de vol ont été effectuées.

Afin de maintenir la longueur de la liste dans des limites raisonnables, on a groupé certains modèles d'aéronefs de même type qui ont les mêmes capacités de vol.

Adresser toute demande de renseignements sur les données du présent bulletin au ministère des Transports, Ottawa 4 (Ont.), aux soins de M. Jan Bekooy, Centre des statistiques de l'aviation (Téléphone 992-2957).

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Rédigé par le Centre des statistiques de l'aviation, Division des transports et des services d'utilité publique, Bureau fédéral de la statistique, pour le Ministère des Transports et la Commission canadienne des transports

Number of Canadian Private Aircraft Reporting Flying Hours, in 1968
by Fixed-Wing, by Rotary-Wing, by Province of Registration

		Fixed-wing	Rotary-wing	Total
Canada	- Number	5,672	65	5,737
	Hours flown	686,022	10,910	696,932
British Columbia	- Number	912	12	924
	Hours flown	120,218	2,445	122,663
Alberta	- Number	881	4	885
	Hours flown	129,389	341	129,730
Saskatchewan	- Number	545	2	547
	Hours flown	54,339	110	54,449
Manitoba	- Number	523	3	526
	Hours flown	47,634	129	47,763
Ontario	- Number	2,001	12	2,013
	Hours flown	237,590	4,497	242,087
Quebec	- Number	571	26	597
	Hours flown	64,559	1,523	66,082
New Brunswick	- Number	74	1	75
	Hours flown	10,069	35	10,104
Nova Scotia	- Number	59	2	61
	Hours flown	7,134	488	7,622
Prince Edward Island	- Number	12	—	12
	Hours flown	1,029	—	1,029
Newfoundland	- Number	29	—	29
	Hours flown	5,842	—	5,842
North West Territories	- Number	38	—	38
	Hours flown	4,799	—	4,799
Yukon	- Number	27	3	30
	Hours flown	3,420	1,342	4,762

by Manufacturer and Model, by Province of Registration
as at December 31, 1968,
Showing Total Hours Flown in 1968

Manufacturer name	Model	Canada		B.C.		Alta.		Sask.		Man.		Ont.		Que.		N.B.		N.S.		P.E.I.		Nfld.		N.W.T.		Yukon	
		No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown
Ace Aircraft:																											
Corben Baby Ace		4	302									4	302														
Aero Commander:																											
Commander	100	9	914			2	134	2	285	2	97	3	398														
Commander	200	1	143									1	143														
Jet Commander	1121	5	2,701			1	427					3	1,531									1	743				
Commander	500	12	3,604	2	425	4	1,426					1	426	3	875	2	452										
Commander	520	1	222	1	222																						
Commander	560	4	563			1	251					2	185							1	127						
Super Commander	680	18	3,493	2	436	3	622					11	2,015			2	420										
Aeronca:																											
Scout	7C, 50, 65	10	607	2	127	1	117	1	21			3	240	2	69					1	33						
Chief (Super)	11	113	7,349	9	1,757	14	548	16	996	16	1,055	35	1,725	16	650	1	179	3	331	1	66	2	42				
Sedan	15AC	27	1,686	7	507	2	357	1	36	2	169	11	513	4	104												
Aeronca	058	1	116															1	116								
Avro: (A.V. Roe)																											
Anson	V	1	195									1	195														
Auster Aircraft:																											
Auster	MK 6 & 7	15	602			4	107					9	252	2	243												
Beagle Aircraft:																											
Airedale	A-109	1	126									1	126														
Beech Acft.. (Beechcraft)																											
Stagger Wing	17	4	103	1	16	2	61					1	26														
Musketeer	23	44	4,794	6	1,085	12	851	3	536	3	259	10	663	9	1,257			1	143								
Debonair	33	5	678			2	49					1	304	1	212			1	113								
Bonanza	35	84	7,761	13	802	30	4,078	6	100	9	933	14	1,196	9	508	1	63	1	43							1	38
Expeditor	18	3	889			1	242			1	277	1	370														
Super	18S	12	2,616	1	125	2	493	1	74	2	506	5	1,295	1	123												
Twin Bonanza (Seminole)	BE8I	9	2.017	6	1,038	3	979																				
Bonanza	A36	1	87			1	87																				
Duke	60	1	137			1	137																				
Queen Air	65	5	1,192	1	459					2	379			2	354												
Queen Air 80/A80	80	2	981			1	560	1	421																		
King Air	90	7	3,216			3	1,606					1	563	3	1,047												
Travelair	95	29	7,310	2	548	11	3,717	1	175	4	605	5	934	4	882	1	197									1	252
Bellance Acft.: (Inc. Downer & Northern)																											
Cruisemaster	14-19	21	1,451	3	237	6	731	4	130			5	269	2	40	1	44										
Skyrocket	31-55	1	459							1	459																
Boeing Airplane. (Stearman)																											
Stearman	75	2	94									2	94														
Britten-Norman Ltd..																											
Islander	BN2	1	53			1	53																				
Callair Inc..																											
Super Cadet	S-13I	2	57			1	14	1	43																		
Canadair Ltd.:																											
North Star	DC4-M2-C5	2	177									2	177														
Cessna Aircraft:																											
Cessna	140	141	10,332	27	1,989	28	2,274	19	1,219	20	1,279	29	2,355	9	529	1	15	4	281	1	49			3	342		
Cessna	120	69	3,534	11	898	9	243	18	794	5	207	14	728	8	352	1	87	1	97	1	23			1	105		
Cessna	150	198	54,697	45	17,750	34	7,058	25	4,654	20	2,517	57	17,491	15	4,821			1	274			1	132				
Cessna	170	156	12,254	28	2,605	23	1,863	38	2,935	20	1,256	31	2,422	12	733	1	81			1	174	1	74	1	111		
Skyhawk	172	436	64,672	78	13,167	46	7,671	73	8,758	20	2,156	176	24,546	31	6,052	5	1,157	4	528			2	391	1	246		
Skylark	175	54	4,464	10	1,080	11	819	31	1,406	3	42	10	604	4	274	1	77	2	162								
Cessna	177	30	5,281	2	211	5	768	1	310	6	694	7	980	2	494			1	244			6	1,580				
Cessna	180	363	51,123	71	10,581	45	6,589	15	2,782	36	5,099	130	15,845	57	8,591	2	54	1	49					1	481	4	1,052
Skylane	182	118	12,509	22	1,408	27	4,095	13	1,306	5	626	40	3,640	8	1,272	2	33	1	129								

Number of Canadian Privately Owned Aircraft Reporting Flying Hours on Certificate of Airworthiness
by Manufacturer and Model, by Province of Registration
as at December 31, 1968,
Showing Total Hours Flown in 1968 - Continued

Manufacturer name	Model	Canada		B.C.		Alta.		Sask.		Man.		Ont.		Que.		N.B.		N.S.		P.E.I.		Nfld.		N.W.T.		Yukon	
		No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown
Cessna Aircraft (Concluded)																											
Skywagon	185	103	16,908	15	3,403	16	5,268	5	753	7	1,646	36	4,320	21	1,014												
Agwagon	188	3	309			2	253			1	56													3	504		
Cessna	190	1	72	1	72																						
Cessna	195	15	1,171	1	45	2	78	4	480			6	381	2	187												
Cessna	205	1	166			1	166																				
Super Skywagon	206	35	7,161	8	2,085	8	1,806	2	262	2	131	6	984	8	1,611	1	282										
Cessna	210	22	2,925	5	633	5	737	3	333	3	399	4	501			1	85	1	237								
Twin Cessna	310	32	4,447	6	464	4	944	1	124	2	184	16	2,122	3	609												
Skyknight	320	8	2,518			4	679			1	448	3	1,391														
Skymaster	336	2	196	2	196																						
Cessna	337	19	3,426	4	1,071	3	347	1	233	2	770	6	844	3	161												
Cessna	401	2	449									1	89	1	360												
Cessna	411	2	872			1	465					1	407														
Cessna	421	5	1,219	1	129	2	683			1	122	1	285														
Crane (Bobcat)	T-50	1	10									1	10														
Champion Acft..																											
Traveller-Challenger	7 Series	420	34,851	39	2,867	52	3,844	55	5,708	59	3,535	152	12,889	47	4,995	8	508	5	405			1	59	1	20	1	21
Convair:																											
Canso (Catalina)	28-5A	5	629			2	214					3	415														
Dassault: (France)																											
Mystere/Falcon Fan Jet	20	5	2,128	1	545	1	600					2	677	1	306												
DeHavilland:																											
Chipmunk	DHC-1	12	679	3	195							5	316	1	5			2	85							1	78
Beaver	DHC-2	79	34,603	11	4,500	9	4,548	1	808	1	276	48	21,045	5	1,806							3	1,207			1	413
Otter	DHC-3	6	3,447	2	1,257					1	944	2	1,142	1	104												
Caribou	DHC-4	3	2,485			1	1,361					2	1,124														
Twin Otter	DHC-6	11	5,847			5	2,664					6	3,183														
Tiger Moth	DH-82	14	245									13	239	1	6												
Gypsy Moth	DH-60	1	68			1	68																				
Dominie	DH-125	13	4,628	1	370	1	474			1	333	7	2,045	2	1,310	1	96										
Dornier-Merke:																											
Dornier	28	5	2,248	1	205	4	2,043																				
Douglas Acft.:																											
Invader	A-26	1	151									1	151														
Skytrain/Dakota	DC-3	20	8,233	1	256	3	1,361			1	223	9	3,695	5	2,136							1	562				
Fairchild Stratos. (Husky)																											
Husky	F-24	2	70					1	4																		
Friendship (Fokker)	F-27	2	2,405									2	2,405													1	66
Hornell	M-62	4	153			3	36							1	117												
Fleet Acft.																											
Finch	16B	2	9																								
	21M	1	9									1	5	1	4												
Canuck	80	60	11,098	12	5,451	10	2,422	2	148	2	125	1 25	9 2,403	5	433	2	43	1	18	1	55						
[illegible] Acft. (Ercoupe)																											
Ercoupe Club Air	E-415	117	7,858	21	2,138	22	815	9	452	6	261	43	3,363	14	749									2	80		
Ercoupe	F-1	16	3,412	2	1,471	3	128	1	205	6	1,190	4	418														
Found Bros. Aviation:																											
[illegible]	FBA-2C	5	596							1	142	3	317											1	142		
Fuji Acft																											
[illegible]	375/B85	1	29							1	29																
Gliders	All Models	170	10,565	15	619	23	743	6	231	10	717	81	5,280	35	2,975												
Great Lakes																											
[illegible]	2-1	[illegible]												1	-												

as at December 31, 1968,
Showing Total Hours Flown in 1968 - Continued

Manufacturer name	Model	Canada		B.C.		Alta.		Sask.		Man.		Ont.		Que.		N.B.		N.S.		P.E.I.		Nfld.		N.W.T.		Yukon	
		No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown
Grumman Acft.																											
Goose	G-21	7	2,638	5	2,432					1	156	1	50														
S.C.A.N.	30	1	185									1	185														
Widgeon & Super Widgeon	G-44	6	772	1	399	2	10			1	147	1	93	1	123												
Mallard	G-73	3	566							1	109	1	238	1	219												
Gulfstream	G-159	4	1,565									4	1,565														
Gulfstream II	G 1159	2	322			1	152					1	170														
AG-Cat	G-164	1	209									1	209														
Avenger		1	83													1	83										
Helio Acft.:																											
Courrier	H-391	1	287			1	287																				
Super Courrier	H-395	5	333	1	43					2	132	1	99	1	59												
Homebuilt Acft.:																											
- - -	All Models	129	7,388	22	1,203	16	1,441	7	181	4	64	59	3,275	10	297	8	711			1	72	1	69			1	75
Howard Aero.																											
(Converted Ventura)	500	1	329			1	329																				
Lake Acft. Corp.: (Colonial)																											
Skimmer (C-1 & C-2)	LA-4	18	1,274	2	210	4	339			2	29	7	435	2	150			1	111								
Colonial	C-1, C-2	4	118									4	118														
Lear:																											
Learjet	23	2	721	1	437							1	284														
Lockheed Acft..																											
"Electra" (Piston)	10 & 12	1	2									1	2														
Lodestar	18	5	1,006			1	211					2	463	1	330									1	2		
Super Constellation	1049G, H	5	3,695									5	3,695														
Jetstar	329	1	337									1	337														
Ventura (Harpoon)	PV-1 & 2	1	193											1	193												
Longreen Acft.:																											
Centaur	101	1	21	1	21																						
Maranda:																											
Super Loisir	EM-1A	6	219	4	107	1	41					1	71														
Mayla.																											
Beedee	M-4	8	982	1	363	3	380			4	239																
Mooney Acft.																											
Mark 20	20	73	9,088	12	1,395	14	2,086	4	468	8	689	26	3,096	7	917					1	271	1	166				
Morane Saulnier Acft..																											
Rallye Super	MS 885	10	440	3	136	6	293	1	11																		
Navion Acft.: Ryan-Riley-Temco)																											
Rangemaster		17	936	5	333	3	175					8	378	1	50												
Twin Navion	D-16	2	72	1	19	1	53																				
Noorduyn Aviation.																											
Norseman	IV	2	657																					2	657		
Norseman	V	6	2,895					1	483	3	1,847			1	78									1	487		
North American																											
Harvard		54	1,981	12	486	12	266	9	217	3	117	15	688	2	178					1	29						
Mitchell		2	54			2	54																				
Sabreliner	NA-265	2	361									1	351	1	10												
North Western Aero																											
Porter Field	35	1	86	1	86																						
Piper Aircraft																											
Cub Trainer	J-1	1	35																								
Cub Trainer	J-3	275	18,942	32	2,084	8	1,008	16	1,246	35	2,028	148	10,409	28	1,609	-	115	4	288			1	66			1	89
Club Coupe	J-5	12	661									10	593	1	21			1	4								

Number of Canadian Privately Owned Aircraft Reporting Flying Hours on Certificate of Airworthiness
by Manufacturer and Model, by Province of Registration
as at December 31, 1968,
Showing Total Hours Flown in 1968 - Concluded

Manufacturer name	Model	Canada		B.C.		Alta.		Sask.		Man.		Ont.		Que.		N.B.		N.S.		P.E.I.		Nfld.		N.W.T.		Yukon	
		No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown
Piper Aircraft (Concluded)																											
Cruiser	J-5	9	420	3	218	1	17			1	15	4	170														
Cub Special	PA-11	77	4,371	8	481	7	350	3	236	11	754	40	2,359	2	127			1	64								
Super Cruiser	PA-12	141	10,827	12	1,004	20	2,205	19	1,406	22	2,496	46	2,050	16	1,408	1	43	1	25	1	85			2	58	1	47
Family Cruiser	PA-14	16	1,989	4	1,162	3	352	2	116	6	342	1	17														
Vagabond	PA-15	13	765	2	240	2	34	1	58	2	126	6	307														
Clipper	PA-16	23	1,093	8	389	5	396	2	30	2	94	4	74	1	43	1	67										
Vagabond	PA-17	6	623	1	158	3	267	1	55			1	143														
Super Cub	PA-18	225	23,941	50	5,943	31	3,291	18	1,522	21	2,177	54	5,345	33	3,946	4	62	5	573					2	282	7	800
Pacer	PA-20	46	2,934	6	360	10	765	6	442	7	304	9	596	6	389					1	45	1	33				
Tri Pacer/Caribbean/Colt	PA-22	224	22,185	46	3,931	30	2,555	24	2,370	12	817	79	9,768	16	1,488	10	912	3	138			1	91	2	66	1	49
Comanche	PA-24	86	9,917	11	1,016	25	3,233	12	1,279	9	639	20	2,571	5	728	1	70	2	330			1	51				
Pawnee	PA-25	8	651			3	324	4	160			1	167														
Cherokee	PA-28	168	36,653	15	1,131	60	14,640	18	4,048	9	804	42	9,536	16	523	3	3,471	4	2,098					1	402		
Aztec	PA-23	89	21,599			20	7,263	5	772	1	118	50	11,712	9	1,257	2	290	1	63							1	124
Pitts																											
Special	S1C	1	45									1	45														
Republic:																											
Seabee	RC-3	58	1,893	19	712	1	37			4	169	24	670	6	143	3	155							1	7		
Scottish Aviation:																											
Twin Pioneer		1	62									1	62														
Solvaire:																											
Observer	8 Series	136	8,846	38	4,047	11	784	10	317	19	632	44	2,485	8	279	1	23	1	37			2	61	1	138	1	43
Smith:																											
Miniplane	DSA1	5	59	1	8			1	32	1	3	1	15					1	1								
Stinson:																											
- - -	Series 8, 9 & 10	6	175	3	114					1	21	1	33	1	7											-	
Voyager Station Wagon	105/108	212	12,365	39	1,716	26	2,952	11	684	20	1,050	90	4,602	14	703			1	11			1	34	9	550	1	63
Reliant (Militee)	V-77	2	108	1	41							1	67														
Stits Acft.:																											
Playboy/Pilot-Sprog/Sky Coupe	SA-3B	18	870	2	36	1	54	1	22	1	98	9	495			2	72	1	67			1	26				
Superior Acft.:																											
Sailer-Dart-Satellite	-	1	34	1	34																						
Sylorcraft Inc.																											
Model BC, C, D	12, 15, 19, 65	151	8,632	25	1,783	19	959	10	1,441	23	1,235	45	2,204	18	822	1	122										
Ranch Wagon	20	1	26															1	26					1	119	2	149
[illegible] Acft.																											
[illegible]	11A	2	133	1	112			1	21																		
[illegible]	GC1	22	846	8	357	2	12			2	37	7	226	2	133												
[illegible]	400 Series	1	455																			1	455				
[illegible]																											
All Other Named Models		4	46	2	26							2	20														
[illegible]																											
[illegible]	--	1	44									1	44														

Number of Canadian Privately Owned Helicopters Reporting Flying Hours on Certificate of Airworthiness
by Manufacturer and Model, by Province of Registration
as at December 31, 1968,
Showing Total Hours Flown in 1968

Manufacturer name	Model	Canada		B.C.		Alta.		Sask.		Man.		Ont.		Que.		N.B.		N.S.		P.E.I.		Nfld.		N.W.T.		Yukon	
		No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown	No.	Hours flown
Air and Space:																											
- - -	18A	23	545	2	34	1	19	1	21	1	1	2	52	14	350	1	35	1	33								
Bell:																											
Sioux Trooper/Bellairus/Ranger	47	21	4,857	9	1,828	2	286			1	41	3	721	3	639											3	1,342
Iroquois	204	1	1,339									1	1,339														
Brantly:																											
- - -		1	39									1	39														
Fairchild Hiller:		2	800	1	583							1	217														
Hughes:																											
- - -	269	15	2,578			1	36	1	89	1	87	2	1,377	9	534			1	455								
Republic: (Sud-Aviation)																											
Alouette III	SE-3160	1	311									1	311														
Sikorsky:																											
Chikasaw	S-55	1	441									1	441														

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Aviation Statistics Centre / Centre des statistiques de l'aviation

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November 1970 Novembre
Preliminary – Préliminaire

International Air Charter Statistics
2nd Quarter 1970

On January 1, 1970, a new survey of International Air Charter Statistics was implemented. Quarterly reports are now submitted by Canadian and Foreign Air Carriers, both scheduled and non-scheduled, to the Aviation Statistics Centre of the Dominion Bureau of Statistics. The information submitted covers the charter activities of all air carriers between Canada and other countries using aircraft with a gross take-off weight on wheels in excess of 18,000 lbs. and performed under the authority of the Air Transport Committee of the Canadian Transport Commission.

This service bulletin presents a summary of origin and destination data for the second quarter of 1970. Some of the concepts used in the development of the statistics are explained overleaf.

Unfortunately, no strictly comparable statistics are available for 1969. Data for previous years, released by the Air Transport Committee was based on the seating capacities of flights approved to take place between Canada and Europe. This report is based on actual loads transported between Canada and the rest of the world.

A much more expanded version of the data presented in this service bulletin will be released shortly in a new DBS quarterly publication, "International Air Charter Statistics", catalogue no. 51-003, available from the Queen's Printer at an annual subscription cost of $2.00. It is expected that future issues of this publication will be more timely, as respondents increase their familiarity with the reporting systems.

For further information re this Service Bulletin, please contact Mr. G.C. Coleman or Mr. J.E. Berg of the Aviation Statistics Centre, (Telephone 613-992-2332).

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Statistique internationale des affrètements aériens
2e trimestre 1970

Une nouvelle enquête, visant à établir la statistique internationale des affrètements aériens, a été lancée le 1er janvier 1970. Une fois par trimestre, les transporteurs aériens canadiens et étrangers envoient un rapport au Centre de la statistique de l'aviation du Bureau fédéral de la statistique. Les renseignements fournis portent sur les affrètements de tous les transporteurs aériens entre le Canada et le reste du monde au moyen d'aéronefs dont le poids brut au décollage est supérieur à 18,000 livres et qui sont organisés avec l'autorisation du Comité des transports aériens de la Commission canadienne des transports.

Le présent bulletin contient une récapitulation des données sur la provenance et la destination de ces vols pour le deuxième trimestre 1970. On trouvera, au verso, une explication de la terminologie employée dans le présentation des statistiques.

Malheureusement, il n'a pas été possible, pour l'année 1969, de présenter des données comparables avec celles des années précédentes. Avant 1969, les données publiées par le Comité des transports aériens étaient établies en fonction de la capacité en sièges des vols autorisés entre le Canada et l'Europe. Les statistiques du présent bulletin portent sur les quantités réelles de passagers et de marchandises transportées entre le Canada et le reste du monde.

Une version plus étoffée de ces données sera présentée sous peu dans un nouveau bulletin trimestriel intitulé "Statistique internationale des affrètements internationaux" (no de catalogue du B.F.S. 51-003). On peut s'y abonner ($2 pour une année) chez l'Imprimeur de la Reine. On prévoit que les prochaines livraisons de ce bulletin paraîtront dans des délais plus raisonnables: les déclarants se seront d'ici là habitués au questionnaire.

Pour obtenir de plus amples renseignements au sujet du présent bulletin, s'adresser à M. G.C. Coleman à M. J.E. Berg, Centre de la statistique de l'aviation (Téléphone 613-992-2332).

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Produced by the Aviation Statistics Centre, Transportation and Public Utilities Division, Dominion Bureau of Statistics, on behalf of the Ministry of Transport and the Canadian Transport Commission
Publié par le Centre des statistiques de l'aviation, Division des transports et des services d'utilité publique, Bureau fédéral de la statistique, pour le Ministère des Transports et la Commission canadienne des transports

DEFINITIONS AND CONCEPTS

For data presentation, the world has been divided into 6 regions as follows:

1. Africa
2. Asia
3. Europe (including Turkey and the Canary Islands)
4. Pacific (not including Hawaii)
5. Southern (including Mexico, Caribbean, Central and South America)
6. U.S.A., which is divided into Continental (including Alaska) and Hawaii

Origin-Destination

Most charter flights are performed between one point of origin and one point of destination. Such flights create no problems for the compilation of Origin and Destination figures. However, some flights involve multiple points of origin and operate with more than one group per flight and these flights require special attention.

- Where there is a charter flight consisting of one group having multiple points of destination the first point of destination will be credited only (gateway concept).

  ex. Group of 50 passengers departing from Montreal going to London and then Paris will be considered as 50 passengers Montreal-London.

- Where there is a charter flight consisting of two or more groups having separate points of origin and separate points of destination the groups will be treated individually.

  ex. Flight operated Toronto-Montreal-London-Paris, 25 passengers enplane at Toronto destined for London, 35 passengers enplane at Montreal for Paris. This will count as 25 passengers Toronto-London and 35 passengers Montreal-Paris.

- Where there is a charter flight consisting of two or more groups each having multiple points of origin and destination the total number of passengers will be counted at the points of origin/destination where the highest number of passengers enplaned/deplaned.

  ex. Flight operated Toronto-Montreal-London-Paris, 30 passengers enplane at Toronto, 40 passengers enplane at Montreal. Of these 70 passengers 25 deplane at London and 45 at Paris. The flight will be counted as 70 passengers between Montreal and Paris.

DÉFINITIONS ET CONCEPTS

Pour la présentation statistique, le monde a été divisé en six régions qui sont les suivantes:

1. Afrique
2. Asie
3. Europe (y compris la Turquie et les îles Canaries)
4. Pacifique (à l'exception d'Hawaï)
5. Sud (Mexique, Antilles et ensemble de l'Amérique centrale et du Sud)
6. États-Unis, répartis entre le territoire continental (y compris l'Alaska) et Hawaï

Origine-destination

La plupart des vols d'affrètement sont exécutés entre un seul point d'origine et un seul point de destination. De tels vols ne créent pas de difficultés pour la compilation des chiffres d'origine et de destination. Toutefois, certains vols ont des points d'origine multiples et plus d'un groupe est transporté par vol; des vols doivent faire l'objet d'un soin particulier.

- Pour un vol d'affrètement transportant un seul groupe mais ayant plusieurs points de destination, le premier point de destination seulement sera crédité (concept dit "de poste").

  Par exemple, un groupe de 50 passagers partant de Montréal à destination de Londres, puis de Paris, sera considéré comme un groupe de 50 passagers pour un vol Montréal-Londres.

- Pour un vol d'affrètement affecté au transport de deux ou plus de deux groupes ayant des points d'origine distincts et des points de destination distincts, chaque groupe fera l'objet d'un traitement distinct.

  Par exemple, lors d'un vol Toronto-Montréal-Londres-Paris, 25 passagers embarquent à Toronto à destination de Londres, et 35 embarquent à Montréal à destination de Paris. On inscrira 25 passagers Toronto-Londres et 35 passagers Montréal-Paris.

- Pour un vol d'affrètement transportatn deux ou plus de deux groupes dont chacun a plusieurs points d'origine et de destination, le total des passagers sera inscrit aux points d'origine ou de destination où le nombre le plus élevé de passagers s'est embarqué ou a débarqué.

  Par exemple, pour un vol Toronto-Montréal-Londres-Paris, 30 passagers embarquent à Toronto, 40 à Montréal; sur ces 70 passagers, 25 débarquent à Londres et 45 à Paris. Ce vol sera inscrit comme un vol transportant 70 passagers entre Montréal et Paris.

TABLE 1. Origin and Destination of Passenger Trips Originating in Canada

TABLEAU 1. Les origines et les destinations des voyages passagers en provenance du Canada

Point of origin — Point d'origine	Point of destination — Point de destination	Outbound (from Canada) — Sortant (du Canada)	Inbound (to Canada) — Entrant (au Canada)	Total
CANADA	AFRICA — AFRIQUE	–	–	–
Total		–	–	–
CANADA	ASIA — ASIE			
Edmonton	Tokyo	–	304	304
Montréal	Tokyo	400	400	800
	Others — Autres	281	129	410
Ottawa	Tokyo	212	238	450
	Others — Autres	147	146	293
Toronto	Tokyo	1,540	1,420	2,960
	Others — Autres	437	118	555
Vancouver	Tokyo	1,971	1,359	3,330
Others — Autres	Asia — Asie	397	–	397
Total		5,385	4,114	9,499
CANADA	EUROPE			
Calgary	Amsterdam	735	485	1,220
	Dusseldorf	409	258	667
	London	2,759	1,608	4,367
	Other — Autre	119	–	119
Edmonton	Amsterdam	751	897	1,648
	Copenhagen	484	152	636
	Dusseldorf	419	–	419
	Frankfurt	512	330	842
	London	3,236	1,638	4,874
	Others — Autres	479	–	479
Halifax	London	446	441	887
Montréal	Brussels	372	–	372
	Dublin	167	167	334
	Frankfurt	198	145	343
	London	2,361	1,616	3,977
	Paris	2,686	1,080	3,766
	Rome	366	366	732
	Others — Autres	854	245	1,099
Ottawa	London	1,395	915	2,310
	Other — Autre	124	–	124
Regina	London	403	144	547
	Others — Autres	272	119	391
Saskatoon	London	1,073	276	1,349
	Others — Autres	596	119	715
Toronto	Amsterdam	4,616	2,712	7,328
	Athens	1,519	549	2,068
	Belfast	498	–	498

TABLE 1. Origin and Destination of Passenger Trips Originating in Canada - Continued

TABLEAU 1. Les origines et les destinations des voyages passagers en provenance du Canada - Suite

Point of origin — Point d'origine	Point of destination — Point de destination	Outbound (from Canada) — Sortant (du Canada)	Inbound (to Canada) — Entrant (au Canada)	Total
CANADA	EUROPE - Continued — Suite			
Toronto - Concluded — Fin	Brussels	721	—	721
	Frankfurt	1,617	1,058	2,675
	Glasgow	2,977	1,690	4,667
	Helsinki	435	—	435
	London	22,854	12,893	35,747
	Rome	572	—	572
	Tenerife, Canary Is.	100	217	317
	Vienna	647	—	647
	Warsaw	452	270	722
	Zagreb	675	—	675
	Others — Autres	1,098	317	1,415
Vancouver	Amsterdam	2,608	803	3,411
	Belfast	361	—	361
	Copenhagen	595	301	896
	Glasgow	432	—	432
	Helsinki	411	—	411
	London	12,938	5,802	18,740
	Manchester	304	151	455
	Oslo	789	—	789
	Stockholm	570	—	570
	Others — Autres	631	285	916
Windsor	Frankfurt	664	—	664
	Glasgow	870	240	1,110
	London	1,266	352	1,618
	Paris	119	183	302
	Rome	287	401	688
	Warsaw	515	—	515
	Others — Autres	150	139	289
Winnipeg	Frankfurt	299	434	733
	London	1,359	1,011	2,370
	Others — Autres	825	119	944
Others — Autres	Helsinki	336	—	336
Others — Autres	Europe	119	183	302
Total		86,445	41,111	127,556
CANADA	PACIFIC — PACIFIQUE	—	—	—
Total		—	—	—
CANADA	SOUTHERN — SUD			
Montréal	Montego Bay	188	282	470
	Others — Autres	373	166	539
Ottawa	Bridgetown	366	262	628
Toronto	Bermuda	183	183	366
	Bridgetown	1,035	1,231	2,266

TABLE 1. Origin and Destination of Passenger Trips Originating in Canada - Concluded

TABLEAU 1. Les origines et les destinations des voyages passagers en provenance du Canada - Fin

Point of origin — Point d'origine	Point of destination — Point de destination	Outbound (from Canada) — Sortant (du Canada)	Inbound (to Canada) — Entrant (au Canada)	Total
CANADA	SOUTHERN — SUD — Concluded — Fin			
Toronto - Concluded — Fin	Mexico	493	256	749
	Montego Bay	451	315	766
	Others — Autres	418	907	1,325
Vancouver	Southern — Sud	—	336	336
Windsor	Freeport	1,460	1,739	3,199
	Montego Bay	312	312	624
	Nassau	470	471	941
	Others — Autres	306	430	736
Total		6,055	6,890	12,945
CANADA	U.S.A. — ÉTATS-UNIS CONTINENTAL			
Calgary	Continental	445	446	891
Edmonton	Las Vegas	528	524	1,052
	Others — Autres	43	43	86
Montréal	Miami	279	346	625
	Others — Autres	1,459	634	2,093
St. John's	Boston	—	325	325
Toronto	Las Vegas	681	658	1,339
	Miami	206	318	524
	New York	253	190	443
	Others — Autres	1,325	1,296	2,621
Winnipeg	Continental	374	315	689
Others — Autres	Continental	567	399	966
Total		6,160	5,494	11,654
CANADA	U.S.A. — ÉTATS-UNIS HAWAII — HAWAÏ			
Canada	Honolulu	120	661	781
Total		120	661	781

TABLE 2. Origin and Destination of Passenger Trips Originating in Foreign Countries

TABLEAU 2. Les origines et les destinations des voyages passagers en provenance des pays étrangers

Point of origin — Point d'origine	Point of destination — Point de destination	Inbound (to Canada) — Entrant (au Canada)	Outbound (from Canada) — Sortant (du Canada)	Total
AFRICA — AFRIQUE	CANADA	–	–	–
Total		–	–	–
ASIA — ASIE	CANADA			
Tokyo	Canada	147	152	299
Total		147	152	299
EUROPE	CANADA			
Amsterdam	Edmonton	876	–	876
	Montréal	651	180	831
	Vancouver	1,591	250	1,841
	Toronto	3,398	178	3,576
	Other — Autre	254	–	254
Belfast	Toronto	455	–	455
Budapest	Toronto	665	–	665
Copenhagen	Vancouver	271	113	384
	Toronto	380	–	380
	Other — Autre	140	–	140
Glasgow	Toronto	3,438	1,116	4,554
	Vancouver	505	–	505
Helsinki	Toronto	512	–	512
	Others — Autres	168	–	168
London	Calgary	845	–	845
	Edmonton	357	–	357
	Fredericton	786	–	786
	Montréal	502	321	823
	Toronto	8,072	3,103	11,175
London	Vancouver	1,214	132	1,346
	Others — Autres	317	131	448
Manchester	Toronto	2,041	1,077	3,118
	Vancouver	351	–	351
	Other — Autre	96	–	96
Oslo	Vancouver	305	–	305
Paris	Montréal	552	314	866
Others — Autres	Calgary	332	–	332
	Montréal	551	–	551
	Toronto	833	143	976
Others — Autres	Canada	532	–	532
Total		30,990	7,058	38,048

TABLE 2. Origin and Destination of Passenger Trips Originating in Foreign Countries - Concluded

TABLEAU 2. Les origines et les destinations des voyages passagers en provenance des pays étrangers - Fin

Point of origin — Point d'origine	Point of destination — Point de destination	Inbound (to Canada) — Entrant (au Canada)	Outbound (from Canada) — Sortant (du Canada)	Total
PACIFIC — PACIFIQUE	CANADA	—	—	—
Total		—	—	—
SOUTHERN — SUD	CANADA			
Others — Autres	Canada	310	—	310
Total		310	—	310
U.S.A. — ÉTATS-UNIS CONTINENTAL	CANADA			
Boston	Montréal	302	250	552
	St. John's	325	—	325
	Other — Autre	104	—	104
Chicago	Canada	340	100	440
Milwawkee	Winnipeg	198	198	396
Minneapolis	Reindeer Lake, Man.	309	346	655
	Others — Autres	141	145	286
Spokane	Canada	177	176	353
St. Louis	Montréal	224	179	403
	Others — Autres	88	88	176
Others — Autres	Edmonton	202	200	402
	Montréal	647	48	695
Others — Autres	Canada	709	464	1,173
Total		3,766	2,194	5,960
U.S.A. — ÉTATS-UNIS HAWAII — HAWAÏ	CANADA	—	—	—
Total		—	—	—

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Preliminary

Aircraft Movement Statistics for month of October 1970 Airports with MOT Air Traffic Control Towers

In this summary, the aircraft movements are those that occurred only at airports with Air Traffic Control Towers operated by the Ministry of Transport. The statistical series must be interpreted against the background that there were 47 of these airports in October 1970 and only 43 of them in October 1969.

Total aircraft movements in October 1970 were 358,592 representing a decrease of 4,305 or 1.2 per cent in contrast with the 362,897 movements recorded for October 1969. Itinerant movements were higher this month by 20 at 154,096 compared with 154,076 during last October. Local movements were down to 195,950 in October 1970 representing 2,778 or 1.4 per cent fewer local movements than the 198,728 that occurred during the same month the year before. Simulated approaches which were 10,093 in October 1969 moved down in October this year to 8,546, a decrease of 1,547 or 15.3 per cent.

For the period January to October 1970 total aircraft movements were up by 67,036 or 1.8 per cent to 3,816,069 in contrast with 3,749,033 recorded for the same period in 1969. Itinerants were 1,642,380 for these 10 months this year compared with 1,575,314 for this period last year, a gain of 67,066 or 4.3 per cent over the same months in 1969. The cumulative total from January to October 1970 for local movements reached 2,078,236 up 10,195 or 0.5 per cent over the same period last year (2,068,041). Simulated approaches totalled 95,453 for the first 10 months of this year while for the same months last year they were 105,678 representing a decrease of 10,225 or 9.7 per cent during January to October 1970.

Direct inquiries to: Ministry of Transport, Ottawa, Ont. Attention: Aviation Statistics Centre, (DBS) Mr. J. Bekooy (Telephone 992-2957).
8705-501

Préliminaire

Statistiques relatives au mouvement des aéronefs pour octobre 1970 Aéroports avec tour de contrôle du ministère des Transports

Dans ce sommaire, on ne considère comme mouvements d'aéronefs que les mouvements enregistrés par une tour de contrôle du ministère des Transports. Il ne faut pas oublier, en consultant ces statistiques, qu'il y avait 47 aéroports en octobre 1970 contre 43 en octobre 1969.

En octobre 1970, le nombre total de mouvements d'aéronefs a été de 358,592, soit 4,305 ou 1.2 p. 100 de moins qu'en octobre 1969 (362,897). Le nombre de mouvements itinérants a été de 154,096, soit 20 de plus qu'en octobre 1969 (154,076). Le nombre de mouvements locaux est tombé à 195,950 soit une diminution de 2,778 ou 1.4 p. 100 par rapport aux 198,728 mouvements enregistrés en octobre 1969. Le nombre d'approches simulées a été de 8,546 soit 1,547 ou 15.3 p. 100 de moins qu'en octobre 1969 (10,093).

Depuis le début de l'année, le nombre total de mouvements d'aéronefs a été de 3,816,069, soit 67,036 ou 1.8 p. 100 de plus que pour la période janvier-octobre 1969 (3,749,033). Le nombre de mouvements itinérants a été de 1,642,380 soit 67,066 ou 4.3 p. 100 de plus que pour la période janvier-octobre 1969 (1,575,314). Le nombre total de mouvements locaux a été de 2,078,236, soit 10,195 ou 0.5 p. 100 de plus que pour la période janvier-octobre 1969 (2,068,041). Le nombre d'approches simulées a été de 95,453, soit 10,225 ou 9.7 p. 100 de moins que pour la période janvier-octobre 1969 (105,678).

Pour obtenir de plus amples renseignements, s'adresser à M. J. Bekooy du Centre des statistiques de l'aviation (BFS) ministère des Transports, Ottawa 4 (Ontario). (Téléphone 992-2957).

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Rédigé par le Centre des statistiques de l'aviation, Division des transports et des services d'utilité publique, Bureau fédéral de la statistique, pour le Ministère des Transports et la Commission canadienne des transports

Airports with Ministry of Transport Towers
Total Aircraft Movements by Class of Operation, October 1970

Aéroports avec tours de contrôle du ministère des Transports
Total des mouvements d'aéronefs, par classe de vol, octobre 1970

Airports — Aéroports	Total Oct. 1969	October 1970 Octobre							
		Total	Rank — Rang	Itinerant — Itinérant	Rank — Rang	Local — Locaux	Rank — Rang	Simulated approaches — Approches simulées	Rank — Rang
Abbotsford	7,368	8,662		2,201		6,214		247	10
Baie Comeau	2,537	3,432		2,126		1,306		–	
Brandon	4,569	4,011		1,787		2,194		30	
Buttonville	19,239	15,200	6	3,685		11,440	2	75	
Calgary International	17,906	15,696	5	6,276	8	8,960	7	460	7
Cartierville	4,412	819		376		443		–	
Edmonton Industrial	16,568	13,853	8	6,510	7	7,191	10	152	
Edmonton International	4,117	5,329		2,041		2,079		1,209	1
Fort St. John	1,497	1,720		1,315		392		13	
Fredericton	5,375	3,490		2,157		1,302		31	
Gander International	8,146	4,716		1,934		2,735		47	
Halifax International	4,546	4,799		2,658		2,080		61	
Hamilton City	12,647	13,470	9	2,853		10,044	6	573	6
Kamloops	3,745	4,057		1,853		2,200		4	
Lethbridge	3,783	3,904		1,208		2,546		150	
London	9,602	7,800		3,167		4,460		173	
Moncton	8,922	6,085		2,147		3,729		209	
Montreal International	22,338	20,337	2	12,445	2	7,200	9	692	4
North Bay	3,695	4,292		2,228		1,888		176	
Oshawa	–	8,768		1,935		6,772		61	
Ottawa International	18,407	19,582	3	8,465	5	10,212	5	905	2
Penticton	3,106	2,556		1,323		1,215		18	
Pitt Meadows	9,793	9,980		2,882		7,075		23	
Port Hardy	1,042	1,336		848		488		–	
Prince George	2,773	3,074		1,446		1,622		6	
Quebec	12,902	10,562		5,129	9	5,327		106	
Regina	8,104	6,984		2,918		3,816		250	9
Saint John	2,137	1,722		1,235		418		69	
St. Andrews	11,128	10,121		1,627		8,494	8	–	
St. Hubert	27,010	25,014	1	7,530	6	17,292	1	192	
St. John's	1,145	3,504		1,221		2,236		47	
St. Jean	–	3,508		984		2,515		9	
Saskatoon	8,421	6,710		3,091		3,390		229	
Sault Ste. Marie	–	2,328		782		1,504		42	
Sept-Iles	2,465	3,023		2,254		678		91	
Springbank	–	12,268		1,488		10,780	3	–	
Sydney	968	1,115		824		260		31	
Thunder Bay	3,223	2,459		1,430		984		45	
Toronto International	17,445	17,515	4	14,625	1	2,161		729	3
Toronto Island	18,886	14,138	7	3,835		10,303	4	–	
Vancouver International	13,165	10,527		9,356	3	919		252	8
Victoria International	8,275	8,329		4,191	10	3,904		234	
Wabush	518	782		728		54		–	
Waterloo-Wellington	6,691	6,722		2,270		4,376		76	
Whitehorse	4,657	3,429		1,130		2,240		59	
Windsor	6,515	8,381		2,304		5,962		115	
Winnipeg International	13,109	12,483	10	9,278	4	2,550		655	5
1970 towers 47 tours		358,592		154,096		195,950		8,546	
1969 tours 44 towers		362,897		154,076		198,728		10,093	
January to October 1970 cumulative		3,816,069		1,642,380		2,078,236		95,453	
Janvier à octobre 1969 cumulatif		3,749,033		1,575,314		2,068,041		105,678	

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November 1970 Novembre

New DBS Report on International Air Charter Statistics

A new quarterly publication on international air charter statistics is now available from the Aviation Statistics Centre of the Dominion Bureau of Statistics. It deals with the number and type of flights, (pro-rata, entity and inclusive tour) number of passengers, world areas, traffic flow in terms of direction, air carrier revenues, cargo volumes, individual company performance, average length of stay of groups at destination, as well as origin and destination figures for city pairs. A monthly breakdown of quarterly totals is also provided for some information so as to permit a better analysis of seasonal trends in charter activity.

Statistics in this report are compiled from information filed for an international charter traffic survey conducted by the Aviation Statistics Centre of DBS for the Air Transport Committee of the Canadian Transport Commission.

The scope of the survey includes all commercial international charter flights which originate in or are destined to Canada.

This publication replaces lists of Transatlantic flights approved by the Air Transport Committee of the Canadian Transport Commision which were published prior to 1970.

The first issue of the publication (DBS Catalogue 51-003) is now available and may be ordered by using the form (below). Price $2.00 per year or 50¢ per copy.

Nouveau bulletin du B.F.S. sur la statistique internationale des affrètements aériens

Le Centre des statistiques de l'aviation du B.F.S. public maintenant un bulletin trimestriel sur la statistique internationale des affrètements aériens. Cette publication contient des données sur le nombre et genre de vols (au pro-rata, sans participation et à forfait), sur le nombre de passagers, sur les régions du monde, sur la destination des vols aériens, sur les revenus des compagnies aériennes, sur le volume des marchandises transportées, sur les activités des compagnies privées, sur la durée moyenne des séjours, à destination, ainsi que sur la provenance et la destination des vols. Elle contient également une ventilation mensuelle de certains totaux trimestriels. Cela permet de faire une meilleures analyse des tendances saisonnières domaine des affrètements aériens.

Les statistiques publiées dans ce bulletin sont extraites des renseignements que le Centre des statistiques de l'aviation du B.F.S. collecte lors d'une enquête sur les affrètements aériens internationaux qu'il effectue pour le Comité des transports aériens de la Commission canadienne des transports.

Cette enquête couvre tous les affrètements aériens internationaux de type commercial en provenance ou à destination du Canada.

Ce bulletin remplace les listes des vols transatlantiques approuvées par le Comité des transports aériens de la Commission canadienne des transports, publiées avant 1970.

Le premier numéro de ce bulletin (nº de catalogue 51-003) est en vente; on peut le commander en se servant de la formule ci-dessous. Son prix est de $2.00 par année ou 50¢ l'exemplaire.

8705-501

Produced by the Aviation Statistics Centre, Transportation and Public Utilities Division, Dominion Bureau of Statistics, on behalf of the Ministry of Transport and the Canadian Transport Commission

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Preliminary

Aircraft Movement Statistics for month of October 1970 Airports with MOT Air Traffic Control Towers

In this summary, the aircraft movements are those that occurred only at airports with Air Traffic Control Towers operated by the Ministry of Transport. The statistical series must be interpreted against the background that there were 47 of these airports in October 1970 and only 43 of them in October 1969.

Total aircraft movements in October 1970 were 358,592 representing a decrease of 4,305 or 1.2 per cent in contrast with the 362,897 movements recorded for October 1969. Itinerant movements were higher this month by 20 at 154,096 compared with 154,076 during last October. Local movements were down to 195,950 in October 1970 representing 2,778 or 1.4 per cent fewer local movements than the 198,728 that occurred during the same month the year before. Simulated approaches which were 10,093 in October 1969 moved down in October this year to 8,546, a decrease of 1,547 or 15.3 per cent.

For the period January to October 1970 total aircraft movements were up by 67,036 or 1.8 per cent to 3,816,069 in contrast with 3,749,033 recorded for the same period in 1969. Itinerants were 1,642,380 for these 10 months this year compared with 1,575,314 for this period last year, a gain of 67,066 or 4.3 per cent over the same months in 1969. The cumulative total from January to October 1970 for local movements reached 2,078,236 up 10,195 or 0.5 per cent over the same period last year (2,068,041). Simulated approaches totalled 95,453 for the first 10 months of this year while for the same months last year they were 105,678 representing a decrease of 10,225 or 9.7 per cent during January to October 1970.

Direct inquiries to: Ministry of Transport, Ottawa, Ont. Attention: Aviation Statistics Centre, (DBS) Mr. J. Bekooy (Telephone 992-2957).
8705-501

Préliminaire

Statistiques relatives au mouvement des aéronefs pour octobre 1970 Aéroports avec tour de contrôle du ministère des Transports

Dans ce sommaire, on ne considère comme mouvements d'aéronefs que les mouvements enregistrés par une tour de contrôle du ministère des Transports. Il ne faut pas oublier, en consultant ces statistiques, qu'il y avait 47 aéroports en octobre 1970 contre 43 en octobre 1969.

En octobre 1970, le nombre total de mouvements d'aéronefs a été de 358,592, soit 4,305 ou 1.2 p. 100 de moins qu'en octobre 1969 (362,897). Le nombre de mouvements itinérants a été de 154,096, soit 20 de plus qu'en octobre 1969 (154,076). Le nombre de mouvements locaux est tombé à 195,950 soit une diminution de 2,778 ou 1.4 p. 100 par rapport aux 198,728 mouvements enregistrés en octobre 1969. Le nombre d'approches simulées a été de 8,546 soit 1,547 ou 15.3 p. 100 de moins qu'en octobre 1969 (10,093).

Depuis le début de l'année, le nombre total de mouvements d'aéronefs a été de 3,816,069, soit 67,036 ou 1.8 p. 100 de plus que pour la période janvier-octobre 1969 (3,749,033). Le nombre de mouvements itinerants a été de 1,642,380 soit 67,066 ou 4.3 p. 100 de plus que pour la période janvier-octobre 1969 (1,575,314). Le nombre total de mouvements locaux a été de 2,078,236, soit 10,195 ou 0.5 p. 100 de plus que pour la période janvier-octobre 1969 (2,068,041). Le nombre d'approches simulées a été de 95,453, soit 10,225 ou 9.7 p. 100 de moins que pour la période janvier-octobre 1969 (105,678).

Pour obtenir de plus amples renseignements, s'adresser à M. J. Bekooy du Centre des statistiques de l'aviation (BFS) ministère des Transports, Ottawa 4 (Ontario). (Téléphone 992-2957).

Produced by the Aviation Statistics Centre, Transportation and Public Utilities Division, Dominion Bureau of Statistics, on behalf of the Ministry of Transport and the Canadian Transport Commission
Rédigé par le Centre des statistiques de l'aviation, Division des transports et des services d'utilité publique, Bureau fédéral de la statistique, pour le Ministère des Transports et la Commission canadienne des transports

Airports with Ministry of Transport Towers
Total Aircraft Movements by Class of Operation, October 1970

Aéroports avec tours de contrôle du ministère des Transports
Total des mouvements d'aéronefs, par classe de vol, octobre 1970

Airports — Aéroports	Total Oct. 1969	October 1970 Octobre							
		Total	Rank — Rang	Itinerant — Itinérant	Rank — Rang	Local — Locaux	Rank — Rang	Simulated approaches — Approches simulées	Rank — Rang
Abbotsford	7,368	8,662		2,201		6,214		247	10
Baie Comeau	4,537	3,432		2,126		1,306		–	
Brandon	4,569	4,011		1,787		2,194		30	
Buttonville	19,239	15,200	6	3,685		11,440	2	75	
Calgary International	17,906	15,696	5	6,276	8	8,960	7	460	7
Cartierville	4,412	819		376		443		–	
Edmonton Industrial	16,568	13,853	8	6,510	7	7,191	10	152	
Edmonton International	4,117	5,329		2,041		2,079		1,209	1
Fort St. John	1,497	1,720		1,315		392		13	
Fredericton	5,375	3,490		2,157		1,302		31	
Gander International	8,146	4,716		1,934		2,735		47	
Halifax International	4,546	4,799		2,658		2,080		61	
Hamilton City	12,647	13,470	9	2,853		10,044	6	573	6
Kamloops	3,745	4,057		1,853		2,200		4	
Lethbridge	3,783	3,904		1,208		2,546		150	
London	9,602	7,800		3,167		4,460		173	
Moncton	8,922	6,085		2,147		3,729		209	
Montreal International	22,338	20,337	2	12,445	2	7,200	9	692	4
North Bay	3,695	4,292		2,228		1,888		176	
Oshawa	–	8,768		1,935		6,772		61	
Ottawa International	18,407	19,582	3	8,465	5	10,212	5	905	2
Penticton	3,106	2,556		1,323		1,215		18	
Pitt Meadows	9,793	9,980		2,882		7,075		23	
Port Hardy	1,042	1,336		848		488		–	
Prince George	2,773	3,074		1,446		1,622		6	
Quebec	12,902	10,562		5,129	9	5,327		106	
Regina	8,104	6,984		2,918		3,816		250	9
Saint John	2,137	1,722		1,235		418		69	
St. Andrews	11,128	10,121		1,627		8,494	8	–	
St. Hubert	27,010	25,014	1	7,530	6	17,292	1	192	
St. John's	1,145	3,504		1,221		2,236		47	
St. Jean	–	3,508		984		2,515		9	
Saskatoon	8,421	6,710		3,091		3,390		229	
Sault Ste. Marie	–	2,328		782		1,504		42	
Sept-Iles	2,465	3,023		2,254		678		91	
Springbank	–	12,268		1,488		10,780	3	–	
Sydney	968	1,115		824		260		31	
Thunder Bay	3,223	2,459		1,430		984		45	
Toronto International	17,445	17,515	4	14,625	1	2,161		729	3
Toronto Island	18,886	14,138	7	3,835		10,303	4	–	
Vancouver International	13,165	10,527		9,356	3	919		252	8
Victoria International	8,275	8,329		4,191	10	3,904		234	
Wabush	518	782		728		54		–	
Waterloo-Wellington	6,691	6,722		2,270		4,376		76	
Whitehorse	4,657	3,429		1,130		2,240		59	
Windsor	6,515	8,381		2,304		5,962		115	
Winnipeg International	13,109	12,483	10	9,278	4	2,550		655	5
1970 towers 47 tours		358,592		154,096		195,950		8,546	
1969 tours 44 towers		362,897		154,076		198,728		10,093	
January to October 1970 cumulative		3,816,069		1,642,380		2,078,236		95,453	
Janvier à octobre 1969 cumulatif		3,749,033		1,575,314		2,068,041		105,678	

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Aviation Statistics Centre/Centre des statistiques de l'aviation

Vol. 2, No. 18 (57)
ASC-SB-4-54

November 1970 Novembre

Civil Aviation — September 1970

Operations of Transcontinental and Regional Air Carriers

Preliminary figures for the seven major Canadian airlines (two transcontinental and five regional) have been compiled and tabulated.

Figures for 1969 have been recalculated to include the operations of Nordair and thus make 1969 and 1970 totals comparable.

Complete monthly statistical data may be obtained by consulting the monthly publication "Transcontinental and Regional Air Carrier Operations", catalogue no. 51-001.

Enquiries concerning the material presented should be directed to the Aviation Statistics Centre, Attention: Mr. K.J. Marks, (Telephone 992-2957.

Aviation civile — Septembre 1970

Exploitation des transporteurs transcontinentaux et régionaux

Les statistiques provisoires des sept principaux transporteurs canadiens (deux transcontinentaux et cinq régionaux) ont été mises en tableau.

Les chiffres donnés pour 1969 ont été rectifiés pour inclure Nordair et pour que les totaux de 1969 et 1970 soient comparables.

Le bulletin "Opérations des transporteurs aériens transcontinentaux et régionaux", numéro de catalogue 51-001, renferme toute la statistique mensuelle.

Adresser demande de renseignements supplémentaires au Centre des statistiques de l'aviation, Attention: M. K.J. Marks, (Téléphone 992-2957).



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8705-501

Produced by the Aviation Statistics Centre, Transportation and Public Utilities Division, Dominion Bureau of Statistics, on behalf of the Ministry of Transport and the Canadian Transport Commission
Rédigé par le Centre des statistiques de l'aviation, Division des transports et des services d'utilité publique, Bureau fédéral de la statistique, pour le Ministère des Transports et la Commission canadienne des transports

Operations of Transcontinental and Regional Air Carriers
September 1970 Preliminary Data

Exploitation des transporteurs transcontinentaux et régionaux
Septembre 1970 - Résultats provisoires

	September — Septembre 1970				September — Septembre 1969 total	Jan.-Sept. 1970 total — Janv.-Sept.	Jan.-Sept. 1969 total — Janv.-Sept.	% change — Variation en % 1970 cum. V's 1969 cum.	
	Air Canada	CP Air	Five regional carriers(1) — Cinq transporteurs régionaux(1)	Total(2)					
	(Thousands — en milliers)								
Operating statistics:									**Exploitation:**
Unit toll - Passenger-miles ..	632,412	237,022	51,487	920,921	794,050	7,594,366	6,269,979	+ 21.1	Taxe unitaire - Passagers-milles
Goods ton-miles ..	19,712	5,210	1,533	26,455	21,338	209,576	176,245	+ 18.9	Tonnes-milles de marchandises
Mail ton-miles ...	2,165	619	216	3,000	2,825	25,743	25,253	+ 1.9	Tonnes-milles de courrier
Charter - Hours flown	2	--	4	6	5	47	41	+ 14.6	Vols d'affrètement - Heures de vol
Passenger-miles	69,267	25,869	47,667	142,803	114,846	1,049,466	691,978	+ 51.7	Passagers-milles
Goods ton-miles	697	—	1,450	2,147	1,115	25,300	23,621	+ 7.1	Tonnes-milles de marchandises
Fuel consumption: (gallons)									**Consommation de combustible:** (gallons)
Turbo and jet fuel	29,584	9,715	4,106	43,405	39,597	365,785	303,738	+ 20.4	Combustible pour turbomoteurs et moteurs à réaction
Gasoline	—	2	371	373	697	4,182	7,767	- 46.2	Essence
Financial statistics:									**Statistiques financières:**
Operating revenues ..... $	45,265	14,606	7,956	67,827	59,191	553,869	461,816	+ 19.9	Recettes d'exploitation
Operating expenses ..... $	40,620	12,953	7,805	61,378	54,210	514,905	427,898	+ 20.3	Dépenses d'exploitation
Operating income (loss) .... $	4,645	1,653	151	6,449	4,981	38,964	33,918	+ 14.9	Revenu (perte) d'exploitation

(1) Eastern Provincial Airways, Nordair, Pacific Western Airlines, Quebecair and Transair. — Eastern Provincial Airways, Nordair, Pacific Western Airlines, Québecair et Transair.

(2) Operations of the seven carriers represented in totals normally account for more than 85% of the revenues and expenses of the Canadian air transport industry. — Ces sept compagnies enregistrent habituellement plus que 85 p. 100 de toutes les recettes et dépenses d'exploitation de l'industrie des transporteurs aériens au Canada.

— Nil or zero — Néant ou zéro.

-- Too small to be expressed — Chiffre infime.

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Aviation Statistics Centre/Centre des statistiques de l'aviation

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Vol. 2, No. (55)
ASC-SB-4-19

November 1970 Novembre

Aircraft Fleet Canadian Commercial Air Carriers as of October 15, 1970

Fleet Reports from all Canadian companies licensed to perform commercial air services have been compiled and tabulated. The numbers shown represent the number of aircraft with certificates of airworthiness which were available for commercial air services on October 15, 1970.

Enquiries concerning the material presented should be directed to the Aviation Statistics Centre, Attention: Mr. K.J. Marks (Telephone 992-2957 or 996-4728).

Flotte aérienne de transport commercial du Canada 15 octobre 1970

La flotte aérienne de l'ensemble des sociétés canadiennes autorisées à faire le transport commercial aérien a été recensée et mise en tableau. Le nombre d'avions indiqué est celui des appareils ayant un certificat de navigabilité valable au 15 octobre 1970.

Pour obtenir de plus amples renseignements, s'adresser à M. K.J. Marks du centre des statistiques de l'aviation (992-2957 ou 996-4728).

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Produced by the Aviation Statistics Centre, Transportation and Public Utilities Division, Dominion Bureau of Statistics, on behalf of the Ministry of Transport and the Canadian Transport Commission

Rédigé par le Centre des statistiques de l'aviation, Division des transports et des services d'utilité publique, Bureau fédéral de la statistique, pour le Ministère des Transports et la Commission canadienne des transports

Table 1. Group AA Fixed-Wing Aircraft

Tableau 1. Avions à voilure fixe du groupe AA

Manufacturer — Constructeur	Model — Type	Number — Nombre
Hawker Siddley	Argosy	3
Douglas	A26	3
Hawker Siddley	748	2
BAC	111	2
Bristol 170	Freighter	5
Boeing	Fortress	1
	707 120 series — série	2
	707 320 series — série	2
	B-727	3
	B-737	18
Convair	Metropolitan	3
	640	3
Curtiss	C46	4
Handley Page	Dart Herald	3
Douglas	DC-4	13
	DC-6	3
	DC-6B	3
	DC-8 40 series — série	16
	DC-8 50 series — série	11
	DC-8 60 series — série	22
	DC-9	36
Fairchild	F27	6
Grumman	Gulfstream II	1
Lockheed	Hercules	3
Martin	Mars	2
Vickers	Viscount	32
	Vanguard	12
Nihon	YS-11	2
Group AA — Total — Groupe AA		216

Table 2. Group A Fixed-Wing Aircraft

Tableau 2. Avions à voilure fixe du groupe A

Manufacturer — Constructeur	Model — Type	Number — Nombre
Consolidated	CANSO	21
Douglas	DC-3	58
Dassault	Falcon Fan Jet	1
Grumman	Avenger	3

Table 2. Group A Fixed-Wing Aircraft - Concluded

Tableau 2. Avions à voilure fixe du groupe A - fin

Manufacturer — Constructeur	Model — Type	Number — Nombre
Grumman	Gulfstream	1
Hawker Siddley	HS25	2
Lockheed	Lodestar	5
Nord	ND62	4
Group A — Total — Groupe A		95

Table 3. Group B Fixed-Wing Aircraft

Tableau 3. Avions à voilure fixe du groupe B

Manufacturer — Constructeur	Model — Type	Number — Nombre
Aero Commander	Jet Commander	4
	Commander AC50	1
	Commander AC52	1
	Commander AC56	2
	Super Commander AC68	12
	Alti-Cruiser AC72	1
Avro (Federal)	Anson	3
Beech	BE11	1
	Expeditor	27
	Bonanza	4
	Twin Bonanza	2
	Baron	3
	Queen Air	1
	Super 18	56
	Queen Air 80/A80	3
	King Air	1
	Travelair	13
Barkley Grow	BG8	1
Bellanca	Skyrocket BL31	1
	Aircruiser	1
Britten Norman	Islander BN2	5
Boeing	Stearman	13
Callair	Cadet CA1	3
	CA56	6
Cessna	C177	1
	C180	268
	Skylane C182	14
	Skywagon C185	114

Table 3. Group B Fixed-Wing Aircraft - Continued

Tableau 3. Avions à voilure fixe du groupe B - suite

Manufacturer — Constructeur	Model — Type	Number — Nombre
Cessna - Concluded — Fin	Agwagon C188	6
	C195	2
	C205	1
	Super Skywagon C206	30
	C210	3
	Twin Cessna C310	21
	Skyknight C320	6
	Skymaster C336	1
	Cessna 337	13
	Cessna 401	2
	Cessna 402	7
	Cessna 411	1
	C421	3
De Havilland	Beaver	166
	Otter	62
	Twin Otter	22
Dornier	28	5
Helio	Courrier	1
	Super Courrier	1
Fairchild	Husky	2
Found Bros.	2C	12
Grumman	Avenger	17
	Ag-Cat	3
	Goose	14
	S.C.A.N.	1
	Widgeon/Super Widgeon	4
	Mallard	3
Lear	Lear Jet-23	2
Lockheed	Electra 10 and 12	1
Mooney	Mark 20	5
	M021	1
Mitsubishi	MU2	2
North American	Harvard	9
Navion	Recruiter	1
Noorduyn	Norseman N04	6
	Norseman N05	33
	Norseman N06	10
Piper	Apache/Aztec	126
	Comanche	5
	Pawnee	20
	Cherokee	7
	Twin Comanche	15
	Navajo	13
	Cherokee Six	6
Pilatus	Turbo Porter PC6A	1
Piaggio	Royal Gull	1

Table 3. Group B Fixed-Wing Aircraft - Concluded

Tableau 3. Avions à voilure fixe du groupe B - fin

Manufacturer — Constructeur	Model — Type	Number — Nombre
Republic	Seabee	2
United Consult	Twin Bee	1
Scottish	Twin Pioneer	1
Short	Skyvan	2
Stinson	ST10	7
Snow Commander	SW2	11
Waco	—	1
Howard	—	2
Group B — Total — Groupe B		1,262

Table 4. Group C Fixed-Wing Aircraft

Tableau 4. Avions à voilure fixe du groupe C

Manufacturer — Constructeur	Model — Type	Number — Nombre
American Aviation		5
Aero Commander	Commander	1
Aeronca	Chief/Super Chief	2
	Sedan	7
Beech	Musketeer	9
Champion	Lancer	1
	CH7	51
Cessna	C140	3
	C150	337
	C170	6
	Skyhawk	185
	Skylark	7
	C177	14
	C180	1
	Skywagon	2
	Bird Dog	2
De Havilland	Chipmunk	1
Fleet	Canuck	13
Alon	Aircoupe	1
Ercoupe	Ercoupe Club Air	3
Schweizer	GLDR	1
Mooney	Mark 20	1
Maule	Bee Dee M4	3

Table 4. Group C Fixed-Wing Aircraft - Concluded

Tableau 4. Avions à voilure fixe du groupe C - fin

Manufacturer — Constructeur	Model — Type	Number — Nombre
Piper	Cub Special	6
	Super Cruiser	17
	Family Cruiser	2
	Clipper	1
	Super Cub	59
	Pacer	1
	PA22	32
	Pawnee	6
	Cherokee	182
	Cub Trainer	11
	Club Coupe	1
Luscombe	Observer	2
Stinson	ST75	5
Taylorcraft	TA1	1
Group C — Total — Groupe C		981
Fixed-Wing — Total - Voilure fixe		2,554

Table 5. Helicopters

Tableau 5. Hélicoptères

Manufacturer — Constructuer	Model — Type	Number — Nombre
Group A — Groupe A		
Sikorsky	HS61	2
Group A — Total — Groupe A		2

Table 5. Helicopters - Concluded

Tableau 5. Hélicoptères - fin

Manufacturer — Constructeur	Model — Type	Number — Nombre
Group B — Groupe B		
Bell	204-205	13
Republic	Alouette II	6
	Alouette III	1
Sikorsky	S55	12
	S58	1
Boeing-Vertol	HV42	2
	HV44	1
Group B — Total — Groupe B		36
Group C — Groupe C		
Brantly	HBR2	1
Bell	Jet Ranger	44
	47	236
Hiller	Raven	33
	FH1100	5
Republic	Alouette II	6
Hughes	500	5
	HU69	23
Group C — Total — Groupe C		353
Helicopters — Total — Hélicoptères		391
Fixed-Wing and Helicopters — Total — Avions à voilure fixe et hélicoptères		2,945

Table 6. Canadian Commercial Air Carrier Fleet by Type of Power Plant

Tableau 6. Répartition, suivant le mode de propulsion, du material volant des transporteurs aériens commerciaux du Canada

Year — Année	Total A/C in fleet — Nombre total d'appareils	Fixed-wing aircraft — Avions à voilure fixe				Helicopters — Hélicoptères		
		Turbo jet — Turbo réacteur	Turbo prop — Turbo propulseur	Piston engine — Moteur à pistons	Total	Turbine	Piston engine — Moteur à pistons	Total
1964	2,043	20	79	1,726	1,825	1	217	218
1965	2,157	21	75	1,801	1,897	5	255	260
1966	2,371	29	77	1,971	2,077	14	280	294
1967	2,605	40	80	2,155	2,275	23	307	330
1968	2,763	70	94	2,255	2,419	60	284	344
1969(1) (Jan. — Janv.)	2,730	83	96	2,227	2,406	63	261	324
1970(1) (Jan. — Janv.)	2,826	105	100	2,277	2,482	66	278	344
1970 (July — Juillet) ..	2,986	98	97	2,372	2,597	84	305	389
1970 (Octobre — Octobre)	2,945	122	100	2,332	2,554	11	380	391

(1) Figures are as of July 15 except where otherwise indicated. — Les nombres sont ceux du 15 juillet sauf ceux qui sont indiqués autrement.

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December 1970 Decembre

Preliminary

Aircraft Movement Statistics for the month of November 1970 Airports with MOT Air Traffic Control Towers

This brief review refers to aircraft movements at those airports where Air Traffic Control Towers are operated by the Ministry of Transport. The statistics relate to 46 of these airports operating this month compared with 45 in November 1969.

Total aircraft movements during November 1970 were 304,188 compared with 305,086 in November 1969; this represents a decrease of 898 this month over November last year. Itinerant movements were up this month to 129,340 which was 2,818 or 2.2 per cent higher than in November the year before when 126,522 were recorded. Local movements were down to 166,189 in November 1970, 2,534 or 1.5 per cent fewer local movements than the 168,723 during the same month last year. Simulated approaches which were 9,841 in November 1969 moved down in November this year to 8,659, a decrease of 1,182 or 12.0 per cent.

For the period January to November 1970, total aircraft movements increased to 4,120,257, a gain of 66,138 or 1.6 per cent over the 4,054,119 that were registered during the same eleven months of 1969. Itinerants increased to 1,771,720 during the first eleven months of this year, an increase of 69,884 or 4.1 per cent over this period last year when the number was 1,701,836. Local movements totalled 2,244,425 during January to November 1970, up 7,661 over these eleven months in 1969 when 2,236,764 were registered. The cumulative year-to-date total for simulated approaches reached 104,112, a decrease of 11,407 or 9.9 per cent compared with this period last year during which 115,519 were recorded.

Address inquiries to Ministry of Transport, Ottawa 4, Ontario. Attention: Aviation Statistics Centre, D.B.S., Mr. J. Bekooy (Telephone 992-2957).

Prélimiaire

Statistiques relatives au mouvement des aéronefs pour novembre 1970 Aéroports avec tour de contrôle du ministère des Transports

Dans ce sommaire, on ne considère comme mouvements d'aéronefs que les mouvements enregistrés par une tour de contrôle du ministère des Transports. Ces statistiques portent sur les 46 aéroports en activité en novembre 1970; en novembre 1969, il n'y en avait que 45.

En novembre 1970, le nombre total de mouvements d'aéronefs a été de 304,188, soit 898 de moins qu'en novembre 1969 (305,086). Le nombre de mouvements itinérants a été de 129,340, soit 2,818 ou 2.2 p. 100 de plus qu'en novembre 1969 (126,522); le nombre de mouvements locaux est tombé à 166,189 soit une diminution de 2,534 ou 1.5 p. 100 par rapport aux 168,723 mouvements enregistrés en novembre 1969; le nombre d'approches simulées a été de 8,659, soit 1,182 ou 12.0 p. 100 de moins qu'en novembre 1969 (9,841).

Depuis le début de l'année, le nombre total de mouvements d'aéronefs a été de 4,120,257, soit 66,138 ou 1.6 p. 100 de plus que pour la période janvier-novembre 1969 (4,054,119); le nombre de mouvements itinerants a été de 1,771,720 soit 69,884 ou 4.1 p. 100 de plus que pour la période janvier-novembre 1969 (1,701,836); le nombre de mouvements locaux a été de 2,244,425, soit 7,661 de plus que la période janvier-novembre 1969 (2,236,764); le nombre d'approches simulées a été de 104,112, soit 11,407 ou 9.9 p. 100 de moins que la période janvier-novembre 1969 (115,519).

Pour obtenir de plus amples renseignements, s'addresser à M. J. Bekooy du Centre des statistiques de l'aviation, (BFS), ministère des Transports, Ottawa 4 (Ontario). (Téléphone 992-2957).

8705-501

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Rédigé par le Centre des statistiques de l'aviation, Division des transports et des services d'utilité publique, Bureau fédéral de la statistique, pour le Ministère des Transports et la Commission canadienne des transports

Airports with Ministry of Transport Towers
Total Aircraft Movements by Class of Operation, November 1970

Aéroports avec tours de contrôle du ministère des Transports
Total des mouvements d'aéronefs, par classe de vol, novembre 1970

Airports — Aéroports	Total Nov. 1969	November 1970 Novembre							
		Total	Rank — Rang	Itinerant — Itinérant	Rank — Rank	Local — Locaux	Rank — Rang	Simulated approaches — Approches simulées	Rank — Rang
Abbotsford	11,001	6,652		2,277		4,196		179	
Baie Comeau	1,829	2,262		1,346		915		1	
Brandon	4,063	2,443		931		1,500		12	
Buttonville	13,271	16,393	5	3,670	10	12,613	2	110	
Calgary International	17,850	13,278	7	5,006	7	7,712	7	560	6
Cartierville	1,484	630		262		368		—	
Edmonton Industrial	14,034	8,825		4,463	9	4,238		124	
Edmonton International	4,430	3,835		1,771		1,306		758	3
Fort St. John	1,234	937		686		226		25	
Fredericton	3,659	3,839		2,081		1,710		48	
Gander International	4,206	2,205		1,292		879		34	
Halifax International	4,311	5,635		2,522		3,084		29	
Hamilton City	9,934	14,567	6	2,689		11,330	3	548	7
Kamloops	3,195	2,620		1,169		1,446		5	
Lethbridge	2,920	3,120		1,016		1,900		204	
London	7,192	7,935		2,767		4,932		236	10
Moncton	6,511	8,015		2,223		5,520	9	272	8
Montreal International	17,780	17,717	2	11,580	2	5,501	10	636	5
North Bay	2,715	3,557		1,515		1,868		174	
Oshawa	6,461	6,005		1,652		4,269		84	
Ottawa International	13,711	16,707	4	7,047	5	8,514	6	1,146	1
Penticton	1,861	1,931		756		1,158		17	
Pitt Meadows	6,957	10,531	10	3,017		7,480	8	34	
Port Hardy	880	1,256		760		488		8	
Prince George	1,670	1,481		727		752		2	
Quebec	6,635	9,019		4,466	8	4,414		139	
Regina	8,610	4,623		2,205		2,334		84	
Saint John	1,794	1,481		1,256		120		105	
St. Andrews	9,067	10,063		1,487		8,576	5	—	
St. Hubert	24,579	20,291	1	5,941	6	14,084	1	266	9
St. John's	1,439	3,920		1,183		2,680		57	
Saskatoon	6,857	5,530		2,154		3,180		196	
Sault Ste. Marie	—	2,437		745		1,541		151	
Sept-Iles	1,805	2,075		1,694		365		16	
Springbank	3,056	4,858		1,159		3,699		—	
Sydney	886	855		692		152		11	
Thunder Bay	3,642	3,788		1,480		2,290		18	
Toronto International	15,368	16,990	3	13,269	1	2,640		1,081	2
Toronto Island	14,135	12,429	8	3,441		8,988	4	—	
Vancouver International	9,775	9,352		8,143	4	1,015		194	
Victoria International	7,006	7,787		3,177		4,412		198	
Wabush	482	624		555		64		5	
Waterloo-Wellington	5,654	5,807		1,888		3,854		65	
Whitehorse	3,010	3,203		865		2,280		58	
Windsor	6,114	5,086		1,962		3,072		52	
Winnipeg International	12,013	11,594	9	8,353	3	2,524		717	4
1970 towers 46 tours		304,188		129,340		166,189		8,659	
1969 towers 45 tours		305,086		126,522		168,723		9,841	
January to November 1970 cumulative		4,120,257		1,771,720		2,244,425		104,112	
Janvier à novembre 1969 cumulatif		4,054,119		1,701,836		2,236,764		115,519	

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Vol.2 , No.57
ASC-SB-4-20

December 1970 Decembre

Civil Aviation — October 1970

Operations of Transcontinental and Regional Air Carriers

Preliminary figures for the seven major Canadian airlines (two transcontinental and five regional) have been compiled and tabulated.

Figures for 1969 have been recalculated to include the operations of Nordair and thus make 1969 and 1970 totals comparable.

Complete monthly statistical data may be obtained by consulting the monthly publication "Transcontinental and Regional Air Carrier Operations", catalogue no. 51-001.

Enquiries concerning the material presented should be directed to the Aviation Statistics Centre, Attention: Mr. K.J. Marks, (Telephone 992-2957.

Aviation civile — Octobre 1970

Exploitation des transporteurs transcontinentaux et régionaux

Les statistiques provisoires des sept principaux transporteurs canadiens (deux transcontinentaux et cinq régionaux) ont été mises en tableau.

Les chiffres donnés pour 1969 ont été rectifiés pour inclure Nordair et pour que les totaux de 1969 et 1970 soient comparables.

Le bulletin "Opérations des transporteurs aériens transcontinentaux et régionaux", numéro de catalogue 51-001, renferme toute la statistique mensuelle.

Adresser demande de renseignements supplémentaires au Centre des statistiques de l'aviation, Attention: M. K.J. Marks, (Téléphone 992-2957).

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Operations of Transcontinental and Regional Air Carriers
October 1970 Preliminary Data

Exploitation des transporteurs transcontinentaux et régionaux
Octobre 1970 - Résultats provisoires

	October — Octobre 1970				October — Octobre 1969 total	Jan.-Oct. 1970 total — Janv.-Oct.	Jan.-Oct. 1969 total — Janv.-Oct.	% change — Variation en % 1970 cum. V's 1969 cum.	
	Air Canada	CP Air	Five regional carriers(1) — Cinq transporteurs régionaux(1)	Total(2)					
	(Thousands — en milliers)								
Operating statistics:									**Exploitation:**
Unit toll - Passenger-miles ..	477,687	175,144	45,683	698,514	635,368	8,292,880	6,905,346	+ 20.1	Taxe unitaire - Passagers-milles
Goods ton-miles ..	20,902	4,802	1,319	27,023	23,137	236,599	199,382	+ 18.7	Tonnes-milles de marchandises
Mail ton-miles ...	2,360	615	185	3,160	3,114	28,903	28,367	+ 1.9	Tonnes-milles de courrier
Charter - Hours flown	1	--	4	5	3	52	44	+ 18.2	Vols d'affrètement - Heures de vol
Passenger-miles	22,449	3,997	17,789	44,235	47,378	1,093,701	739,357	+ 47.9	Passagers-milles
Goods ton-miles	874	—	2,325	3,199	1,119	28,499	24,740	+ 15.2	Tonnes-milles de marchandises
Fuel consumption: (gallons)									**Consommation de combustible:** (gallons)
Turbo and jet fuel	25,838	9,182	3,575	38,595	34,782	404,380	338,520	+ 19.4	Combustible pour turbomoteurs et moteurs à réaction
Gasoline	—	18	343	361	570	4,543	8,337	- 45.5	Essence
Financial statistics:									**Statistiques financières:**
Operating revenues ..... $	37,324	11,589	6,988	55,901	49,665	609,770	511,482	+ 19.2	Recettes d'exploitation
Operating expenses ..... $	38,075	11,979	7,017	57,071	51,161	571,976	479,059	+ 19.4	Dépenses d'exploitation
Operating income (loss) .... $	(751)	(390)	(29)	(1,170)	(1,496)	37,794	32,422		Revenu (perts) d'exploitation

(1) Eastern Provincial Airways, Nordair, Pacific Western Airlines, Quebecair and Transair. — Eastern Provincial Airways, Nordair, Pacific Western Airlines, Québecair et Transair.

(2) Operations of the seven carriers represented in totals normally account for more than 85% of the revenues and expenses of the Canadian air transport industry. — Ces sept compagnies enregistrent habituellement plus que 85 p. 100 de toutes les recettes et dépenses d'exploitation de l'industrie des transports aériens au Canada.

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Civil Aviation - 2nd Quarter 1970

"Air Carrier Operations in Canada"

Preliminary figures on air carrier operations have been compiled and tabulated. The tables contain selected details of general operations, operating revenues and expenses, as well as helicopter statistics.

Complete quarterly statistical data may be obtained by consulting the publication "Air Carrier Operations in Canada", catalogue no. 51-002.

Enquiries concerning the material presented should be directed to the Aviation Statistics Centre, Attention: Mr. K.J. Marks, (Telephone 992-2957).

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Aviation civile - 2e trimestre 1970

"Opérations des transporteurs aériens au Canada"

Les statistiques provisoires sur les opérations des transporteurs ont été mises en tableaux. Les tableaux renferment certain renseignements sur l'exploitation en général ainsi que sur les recettes et les dépenses d'exploitation, de même que la statistique des hélicoptères.

Le bulletin "Opérations des transporteurs aériens au Canada" numéro de catalogue 51-002, renferme toute la statistique triemestrielle.

Adresser toute demande de renseignements supplémentaires au Centre des statistiques de l'aviation, à l'attention de M. K.J. Marks, (Téléphone 992-2957).

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Table 1. Operations of Canadian Airlines and Scheduled Foreign Airlines, 2nd Quarter 1970

Tableau 1. Opérations des transporteurs aériens canadiens et des transporteurs étrangers à horaire fixe, 2e trimestre 1970

		Canadian airlines — Transporteurs aériens canadiens					Foreign airlines — Transporteurs aériens étrangers		
		Transcontinental and regional air carriers 7 major — Transcontinentaux et régionaux les 7 principaux	Group III carriers — Transporteurs du groupe III	Group IV carriers — Transporteurs du groupe IV	Group V carriers — Transporteurs du groupe V	Total Canadian carriers — Total, transporteurs canadiens	U.S. carriers — Transporteurs des États-Unis	Other Foreign carriers — Autres transporteurs étrangers	Total Foreign carriers — Total, transporteurs étrangers
Unit toll — Taxe unitaire:									
Passengers — Passagers	'000	2,655	69	22	6	2,752	578	164	742
Passenger-miles — Passagers-miles	millions	2,411	14	6	—	2,431	33	129	162
Cargo carried — Cargaison	'000 lbs. — liv.	93,588	2,824	704	12	97,128	12,264	16,025	28,289
Cargo ton-miles — Cargaison tonnes-milles	'000	60,971	519	101	—	61,591	462	6,969	7,431
Hours flown — Heures de vol ..		107,303	13,471	6,933	942	128,649	2,466	5,897	8,363
Charter — Services de frètement:									
Passengers — Passagers	'000	122	104	103	60	389	2.6	21.4	24.0
Passenger-miles — Passagers-miles	millions	344	87	1	—	432	0.5	7	7.5
Goods — Marchandises	'000 lbs. — liv.	30,982	21,866	10,316	5,757	68,921	5	350	355
Goods ton-miles — Marchandises tonnes-milles	'000	7,827	3,293	58	—	11,178	—	914	914
Hours flown — Heures de vol ..		15,143	72,432	45,645	29,895	163,115	32	208	240
Specialty — Services spécialisés:									
Hours flown — Heures de vol ..		689	8,980	47,135	55,938	112,742	—	—	—

Notes: 1. Miles reported by foreign airlines are for those flown over Canadian territory only. — Les milles de vol par les transporteurs aériens étrangers ne s'appliquent qu'aux vols en territoire canadien.
2. Cargo = Freight and Express. — Cargaison: fret et messageries.
3. Goods = Freight, Express, excess baggage and mail. — Marchandises: fret, messageries, l'excédent des bagages et courrier.

Table 2. Selected Operating Revenue and Expense Items - Canadian Airlines Financial Groups I-IV, 2nd Quarter 1970

Tableau 2. Certains postes de recettes et de dépenses d'exploitation - Groupes financiers I-IV des transporteurs aériens canadiens, 2e trimestre 1970

	Group I — Groupe I	Group II — Groupe II	Group III — Groupe III	Group IV — Groupe IV	Total group I-IV carriers — Total transporteurs des groupes I-IV
Revenues — Recettes: $'000					
Unit toll — Transport à tax unitaire	149,929	14,146	2,604	532	167,211
Charter — Services de frètement	6,622	7,502	15,096	4,634	33,854
Specialty flying — Services aériens spécialisés	49	105	1,533	2,299	3,986
Non-flying revenues — Recettes autre que du transport aérien	1,636	191	1,270	791	3,888
Total operating revenues — Total, recettes d'exploitation	158,236	21,944	20,503	8,256	208,939
Expenses — Dépenses: $'000					
Flying operations — Opérations de vol	33,905	8,087	7,970	3,237	53,199
Maintenance — Entretien	25,054	4,052	5,079	1,825	36,010
Other expenses — Autres dépenses	89,274	9,176	4,852	2,017	105,319
Total operating expenses — Total dépenses d'exploitation	148,233	21,315	17,901	7,079	194,528
Operating income (loss) — Revenu (perte) d'exploitation $'000	10,003	629	2,602	1,177	14,411
Interest expense — Intérêt $'000	9,913	1,376	824	227	12,340
Net income after taxes — Revenu net après les impôts $'000	3,149	22	1,615	949	5,735

Table 3. Helicopter Statistics - Companies Operating only Helicopters, 2nd quarter 1970

Tableau 3. Statistiques des hélicoptères - Entreprises n'exploitant que des hélicoptères, 2e trimestre 1970

Operating statistics Group I-V carriers — Statistique d'exploitation Transporteurs des groupes I-V		2nd quarter — 2e trimestre 1970
Hours flown — Heures de vol:		
Charter — Services de frètement		44,173
Specialty — Services spécialisés		7,522
Total revenue — Total, trafic payant		51,695
Non-revenue — Trafic non payant		3,000
Helicopter operating revenues and expenses - carriers in groups I-IV operating only helicopters — Exploitation relatives aux hélicoptères recettes et dépenses - transporteurs des groupes I-IV n'exploitant que des hélicoptères:		
Revenues* — Recettes*		
Charter — Services de frètement	$'000	8,079
Specialty — Services spécialisés	"	1,038
Other — Autres	"	63
Total operating revenues — Total, recettes d'exploitation	"	9,180
Expenses* — Dépenses*		
Flying operations — Operations de vol	$'000	3,356
Maintenance — Entretien	"	2,351
Other expenses — Autres dépenses	"	1,493
Total operating expenses — Total, dépenses d'exploitation	"	7,200
Operating income (loss) — Revenu (perte) d'exploitation		1,980
Interest expense — Intérêts		229
Net income (loss) after taxes — Revenue net (perte nette) après impôts	$'000	1,472

* Revenues and expenses are not reported for group V until the end of the year. — Les recettes et les dépenses des entreprises du groupe V ne sont pas déclarées avant la fin de l'année.

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January 1971 Janvier

Air Passenger Origin & Destination, 1969

The Domestic and the Canada-USA Air Passenger Origin and Destination reports for 1969 are now available and may be obtained by completing the order form below.

Enquiries relating to the contents of the publications may be directed to the Aviation Statistics Centre, (D.B.S.), 275 Slater Street, Ottawa 4, Ontario. Attention: Mr. G.C. Coleman or Mr. A.R. Turner (Telephone 613-996-4801 or 613-992-4801).

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Pour tout renseignement au sujet du contenu des publications, adressez-vous au Centre des statistiques de l'aviation (B.F.S.), 275 rue Slater, Ottawa 4 (Ontario), à l'attention de M. G.C. Coleman ou de M. A.R. Turner (Téléphone 613-996-4801 ou 613-992-4801.

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Rédigé par le Centre des statistiques de l'aviation, Division des transports et des services d'utilité publique, Bureau fédéral de la statistique, pour le Ministère des Transports et la Commission canadienne des transports

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Aviation Statistics Centre/Centre des statistiques de l'aviation

Vol. 2, No. 60
ASC-SB-3-13

January 1971 Janvier

Preliminary

Aircraft Movements Statistics
Airports with DOT Air Traffic Control Towers

This bulletin gives preliminary data on aircraft movement statistics for both the year 1970 and the month of December. The data is collected from airports with Department of Transport Air Traffic Control Towers. A comparison of aircraft movements for December 1969 shows total movements to be down 25,861 to 245,588; itinerant movements down 5,383 to 113,286; local movements down 19,465 to 124,666 and simulated approaches down 1,013 to 7,636.

A comparison month-by-month for the years 1969 and 1970 shows that total movements were higher in every month of 1970 except for May, July, October, November and December. This can be observed by referring to the graph at the bottom of page 2. The graph at the top of page 2 gives a breakdown of total aircraft movements into itinerant movements, local movements and simulated approaches for the years 1961 to 1970.

Statistics for the period prior to tower installation have been drawn from the "Airports Without Towers" report. Data drawn from this survey is not included in the totals (see page 4).

For further information on the material contained herein please direct inquiries to: Department of Transport, Ottawa, Ontario. Attention: Aviation Statistics Centre, (DBS) Mr. J. Bekooy (telephone 992-2957).

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Préliminaire

Statistiques relatives au mouvement des aéronefs
Aéroports avec tour de contrôle du ministère des Transports

Le présent bulletin contient les statistiques préliminaires relatives au mouvement des aéronefs pour le mois décembre 1970, avec chiffres cumulatifs pour l'année 1970. Les données proviennent des aéroports dotés d'une tour de contrôle du ministère des Transports. A comparer à décembre 1969, le nombre total de mouvements d'aéronefs était 245,588, une baisse de 25,861; celui de vols itinérants 113,286, une diminution de 5,383, celui de mouvements locaux 124,666, une baisse de 19,465 et celui d'approches simulées 7,636, une diminution de 1,013.

La comparaison d'un mois à l'autre de 1969 et de 1970 fait ressortir que le nombre total des mouvements a été supérieur durant chaque mois de 1970 sauf en mai, juillet, octobre, novembre et décembre. On peut s'en rendre compte en examinant le graphique du bas de la page 2. Celui du haut de la page 2 répartit les mouvements totaux d'aéronefs en vols itinérants, en vols locaux et en approches simulées pour les années 1961 à 1970.

Les chiffres se rapportant aux périodes antérieures à l'installation d'une tour de contrôle de la circulation aérienne, sont tirés des rapports "les aéroports sans tour". Les chiffres visant les années antérieures à l'inclusion dans la présente enquête n'entrent pas dans les totaux (voir page 4).

Pour obtenir des renseignements plus détaillés à ce sujet, on voudra bien s'adresser au ministère des Transport, Ottawa (Ontario), à l'attention de Centre des statistiques de l'aviation (B.F.S.), M. J. Bekooy (Téléphone 992-2957).

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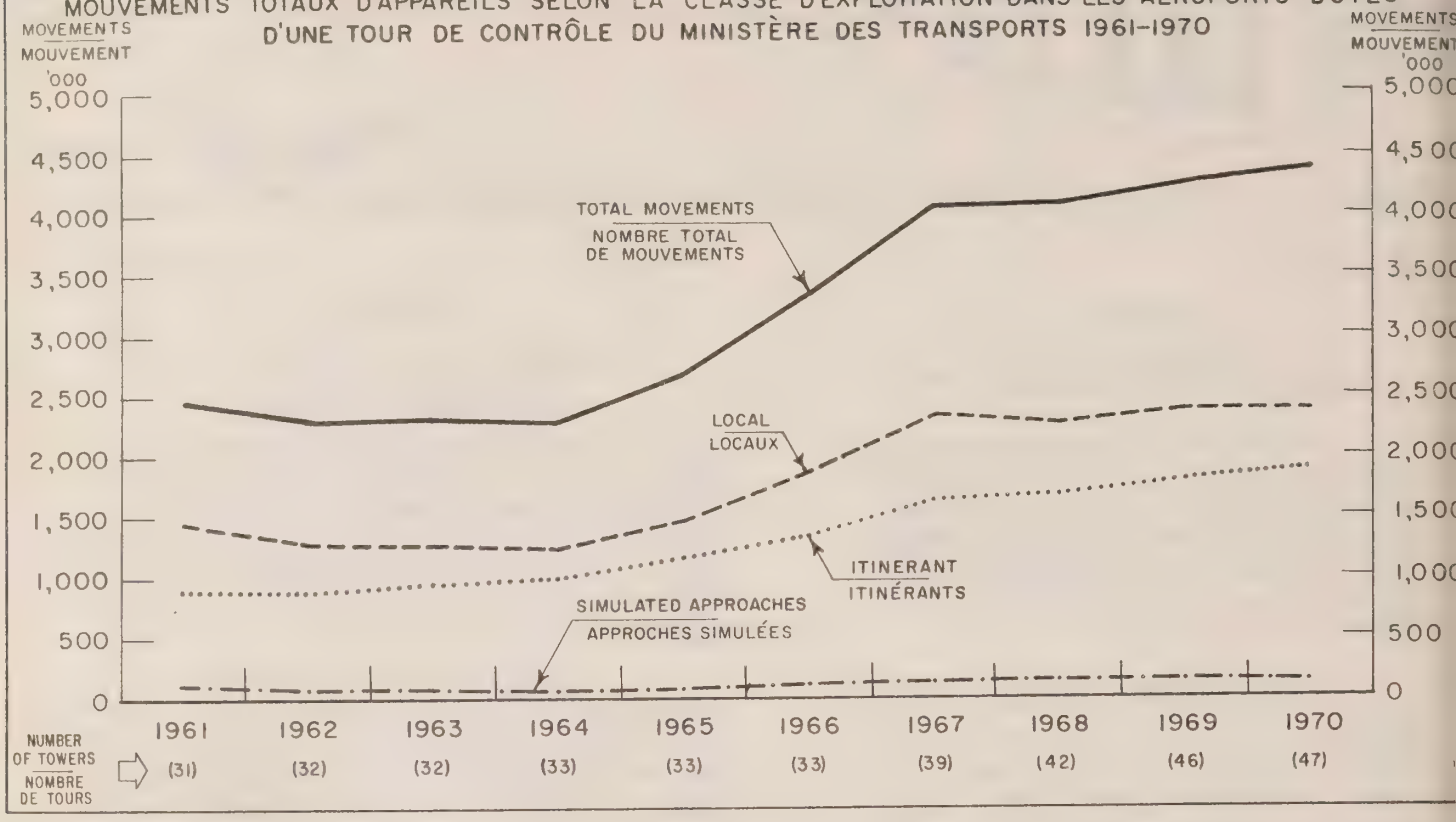
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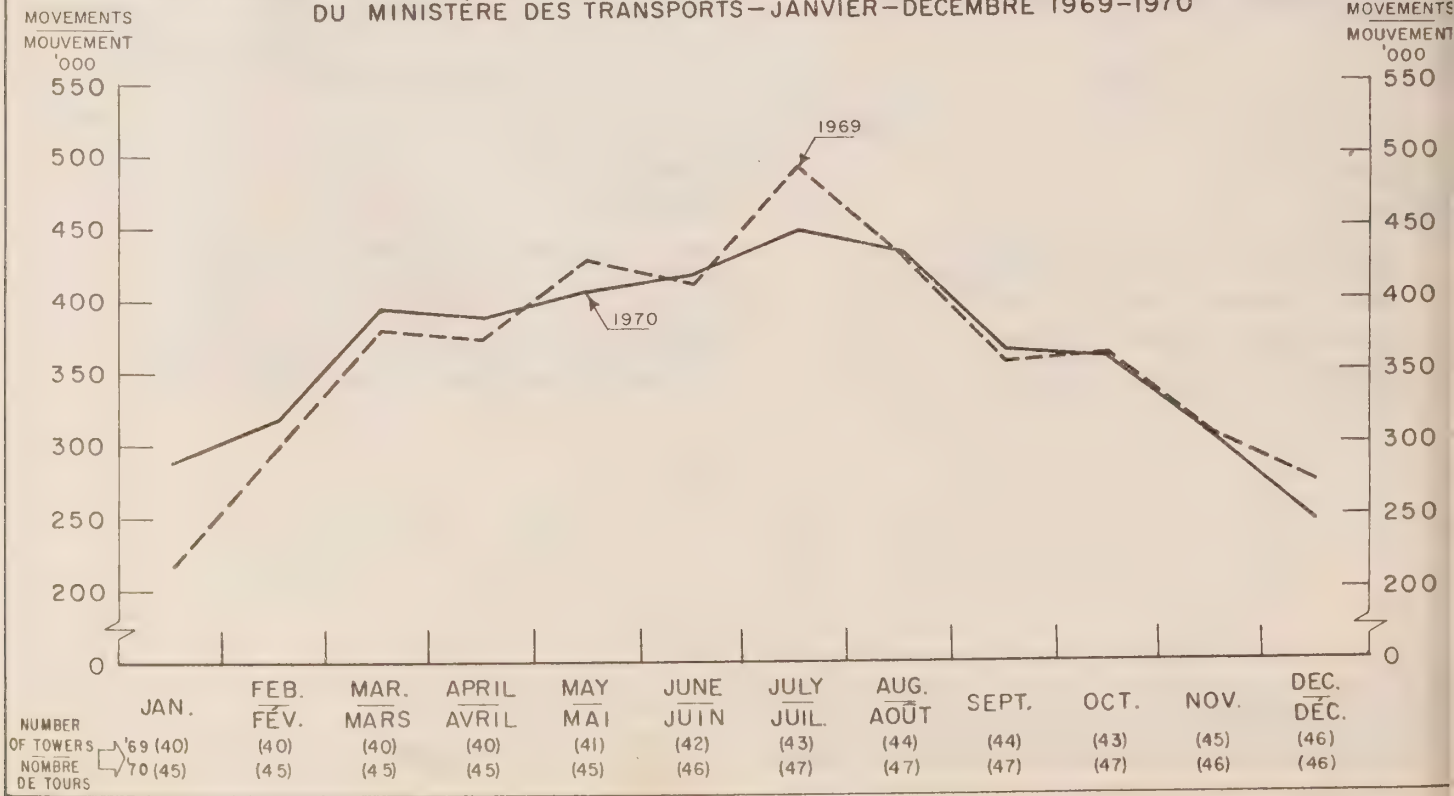
TOTAL AIRCRAFT MOVEMENTS BY CLASS OF OPERATION AT AIRPORTS WITH D.O.T. AIR TRAFFIC CONTROL TOWERS 1961–1970

MOUVEMENTS TOTAUX D'APPAREILS SELON LA CLASSE D'EXPLOITATION DANS LES AÉROPORTS DOTÉS D'UNE TOUR DE CONTRÔLE DU MINISTÈRE DES TRANSPORTS 1961–1970



TOTAL AIRCRAFT MOVEMENTS AT AIRPORTS WITH D.O.T. AIR TRAFFIC CONTROL TOWERS: JANUARY–DECEMBER 1969–1970

MOUVEMENTS TOTAUX D'APPAREILS DANS LES AÉROPORTS DOTÉS D'UNE TOUR DE CONTRÔLE DU MINISTÈRE DES TRANSPORTS–JANVIER–DÉCEMBRE 1969–1970



Airports with Department of Transport Towers
Total Aircraft Movements by Class of Operation, December 1970

Aéroports avec tours de contrôle du ministère des Transports
Total des mouvements d'aéronefs, par classe de vol, décembre 1970

Airports — Aéroports	Total Déc. 1969	December 1970 Décembre							
		Total	Rank — Rang	Itinerant — Itinérant	Rank — Rang	Local — Locaux	Rank — Rang	Simulated approaches — Approches simulées	Rank — Rang
Abbotsford	6,562	4,497		2,035		2,338		124	
Baie Comeau	1,890	1,903		1,339		564		—	
Brandon	3,485	2,805		823		1,972		10	
Buttonville	13,793	11,129	6	2,348		8,675	2	106	
Calgary International	16,544	13,132	4	5,398	6	7,040	6	694	5
Cartierville	1,479	317		255		62		—	
Edmonton Industrial	10,907	9,231		4,893	7	4,244	9	94	
Edmonton International	4,604	4,058		1,949		1,345		764	4
Fort St. John	1,906	875		818		56		1	
Fredericton	2,152	2,353		1,431		874		48	
Gander International	3,257	2,013		1,200		802		11	
Halifax International	3,671	3,869		2,254		1,542		73	
Hamilton City	10,435	12,159	5	2,132		9,231	1	796	3
Kamloops	1,896	2,477		1,139		1,334		4	
Lethbridge	3,649	2,404		911		1,419		74	
London	5,945	6,541		2,166		4,280	8	95	
Moncton	4,600	5,073		1,923		2,768		382	7
Montreal International	16,549	15,410	2	10,958	2	4,096		356	8
North Bay	4,064	4,177		1,349		2,575		253	9
Oshawa	5,183	4,596		1,187		3,359		50	
Ottawa International	14,181	15,084	3	6,232	5	7,773	4	1,079	1
Penticton	1,380	1,425		562		854		9	
Pitt Meadows	6,420	6,100		1,972		4,128	10	—	
Port Hardy	807	1,098		632		424		42	
Prince George	1,457	1,615		854		759		2	
Quebec	5,979	7,027		3,508	8	3,406		113	
Regina	5,166	4,013		1,864		2,100		49	
Saint John	1,491	1,310		1,063		180		67	
St. Andrews	9,855	6,233		1,145		5,088	7	—	
St. Hubert	18,124	10,784	7	3,260	9	7,404	5	120	
St. John's	1,515	2,067		831		1,212		24	
Saskatoon	4,649	4,268		1,813		2,370		85	
Sault Ste. Marie	—	2,299		748		1,381		170	
Sept-Iles	1,877	2,056		1,739		286		31	
Springbank	4,595	3,623		896		2,727		—	
Sydney	579	664		600		60		4	
Thunder Bay	2,347	2,437		1,101		1,330		6	
Toronto International	15,485	16,375	1	13,083	1	2,455		837	2
Toronto Island	12,021	10,206	8	2,247		7,959	3	—	
Vancouver International	9,020	9,239	10	7,595	4	1,414		230	10
Victoria International	6,351	5,869		2,707	10	3,006		156	
Wabush	691	607		600		6		1	
Waterloo-Wellington	6,023	4,394		1,317		2,961		116	
Whitehorse	3,203	2,811		716		2,076		19	
Windsor	4,044	4,926		1,972		2,894		60	
Winnipeg International	11,618	10,039	9	7,721	3	1,837		481	6
Total Déc. 1970 - 46 towers — tours		245,588		113,286		124,666		7,636	
Total Déc. 1969 - 45 towers — tours		271,449		118,669		144,131		8,649	

Airports with Department of Transport Towers
Total Aircraft Movements by Class of Operation, Year 1970

Aéroports avec tours de contrôle du ministère des Transports
Total des mouvements d'aéronefs, par classe de vol, année 1970

Airports — Aéroports	Total 1969	Year 1970 Année							
		Total	Rank — Rang	Itinerant — Itinérant	Rank — Rang	Local — Locaux	Rank — Rang	Simulated approaches — Approches simulées	Rank — Rang
Abbotsford	107,486	110,547		41,144		65,246		4,157	8
Baie Comeau	23,889	27,517		17,473		10,025		19	
Brandon	58,212	50,270		15,326		34,770		174	
Buttonville	212,031	192,012	6	35,748		154,921	2	1,343	
Calgary International	218,737	198,816	5	73,457	8	120,101	5	5,258	7
Cartierville	126,859	9,612		4,894		4,718		—	
Edmonton Industrial	202,027	184,443	8	81,416	7	101,766	7	1,261	
Edmonton International	50,991	58,971		26,728		21,667		10,576	4
Fort St. John	25,587	19,161		13,673		5,312		176	
Fredericton	50,957	44,064		24,949		18,617		498	
Gander International	76,071	63,041		21,258		40,697		1,086	
Halifax International	65,614	71,275		37,589		32,543		1,143	
Hamilton City	139,008	171,051	9	39,323		124,259	4	7,469	6
Kamloops	51,970	48,875		27,750		20,879		246	
Lethbridge	51,232	43,610		15,276		27,290		1,044	
London	115,841	104,207		38,354		64,096		1,757	
Moncton	94,476	89,835		28,052		58,746		3,037	
Montreal International	257,708	250,907	2	152,320	2	85,688	10	12,899	2
North Bay	48,250	66,031		27,781		34,187		4,063	9
Oshawa	65,782	91,837		25,136		65,958		743	
Ottawa International	199,898	201,244	4	89,169	5	100,627	8	11,448	3
Penticton	35,513	37,110		16,994		19,972		144	
Pitt Meadows	142,940	155,857		48,478		107,305	6	74	
Port Hardy	16,742	18,262		12,699		5,435		128	
Prince George	39,572	38,331		19,110		19,167		54	
Quebec	123,373	109,683		55,020	9	53,264		1,399	
Regina	98,740	86,802		33,088		52,234		1,480	
Saint John	36,443	23,784		16,253		6,487		1,044	
St. Andrews	102,865	119,074		22,192		96,818	9	64	
St. Hubert	289,718	314,378	1	86,575	6	223,942	1	3,861	10
St. Jean	13,427	29,948		9,878		19,832		238	
St. John's	14,073	29,858		12,163		17,149		546	
Saskatoon	95,101	69,217		31,284		36,343		1,590	
Sault Ste. Marie	17,399	18,972		8,446		10,005		521	
Sept-Iles	33,484	31,234		22,689		7,993		552	
Springbank	7,651	68,386		11,999		56,387		—	
Sydney	10,429	13,646		9,361		4,084		201	
Thunder Bay	49,726	46,115		19,529		26,168		418	
Toronto International	210,708	220,955	3	176,578	1	31,148		13,229	1
Toronto Island	209,181	190,368	7	54,141	10	136,225	3	2	
Vancouver International	169,602	149,508		132,604	3	13,791		3,113	
Victoria International	115,651	107,696		50,937		53,759		3,000	
Wabush	9,440	10,217		8,031		2,156		30	
Waterloo-Wellington	97,273	80,635		27,611		52,076		948	
Whitehorse	58,901	71,414		23,105		47,778		531	
Windsor	76,335	77,309		25,603		49,928		1,778	
Winnipeg International	179,932	158,364	10	117,947	4	31,990		8,427	5
Total 1970 - 47 towers — tours		4,367,012		1,885,755		2,369,488		111,769	
Total 1969 - 46 towers — tours		4,325,568		1,820,505		2,380,895		124,168	
Total 1968 - 42 towers — tours		4,048,224		1,667,608		2,265,995		114,621	
Total 1967 - 39 towers — tours		4,037,749		1,610,595		2,312,673		114,481	

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Aviation Statistics Centre/Centre des statistiques de l'aviation

Vol.2 , No.61
ASC-SB-4-22

January 1971 Janvier

Civil Aviation – November 1970

Operations of Transcontinental and Regional Air Carriers

Preliminary figures for the seven major Canadian airlines (two transcontinental and five regional) have been compiled and tabulated.

Figures for 1969 have been recalculated to include the operations of Nordair and thus make 1969 and 1970 totals comparable.

Complete monthly statistical data may be obtained by consulting the monthly publication "Transcontinental and Regional Air Carrier Operations", catalogue no. 51-001.

Enquiries concerning the material presented should be directed to the Aviation Statistics Centre, Attention: Mr. K.J. Marks, (Telephone 992-2957.

Aviation civile – Novembre 1970

Exploitation des transporteurs transcontinentaux et régionaux

Les statistiques provisoires des sept principaux transporteurs canadiens (deux transcontinentaux et cinq régionaux) ont été mises en tableau.

Les chiffres donnés pour 1969 ont été rectifiés pour inclure Nordair et pour que les totaux de 1969 et 1970 soient comparables.

Le bulletin "Opérations des transporteurs aériens transcontinentaux et régionaux", numéro de catalogue 51-001, renferme toute la statistique mensuelle.

Adresser demande de renseignements supplémentaires au Centre des statistiques de l'aviation, Attention: M. K.J. Marks, (Téléphone 992-2957).

8705-501

Produced by the Aviation Statistics Centre, Transportation and Public Utilities Division, Dominion Bureau of Statistics, on behalf of the Ministry of Transport and the Canadian Transport Commission
Rédigé par le Centre des statistiques de l'aviation, Division des transports et des services d'utilité publique, Bureau fédéral de la statistique, pour le Ministère des Transports et la Commission canadienne des transports

Operations of Transcontinental and Regional Air Carriers
November 1970 Preliminary Data

Exploitation des transporteurs transcontinentaux et régionaux
Novembre 1970 — Résultats provisoires

	November — Novembre 1970				November — Novembre 1969 total	Jan.-Nov. — Janv.-Nov. 1970 total	Jan.-Nov. — Janv.-Nov. 1969 total	% change — Variation en % 1970 cum. V's 1969 cum.	
	Air Canada	CP Air	Five regional carriers(1) — Cinq transporteurs régionaux(1)	Total(2)					
	(Thousnads — En milliers)								
Operating statistics:									**Exploitation:**
Unit toll - Passenger-miles ..	392,177	131,887	38,849	562,913	534,907	8,855,793	7,440,253	+ 19.0	Taxe unitaire - Passagers-milles
Goods ton-miles ..	21,014	4,488	1,558	27,060	23,367	263,659	222,750	+ 18.4	Tonnes-milles de marchandises
Mail ton-miles ...	2,438	756	245	3,439	3,233	32,342	31,599	+ 2.4	Tonnes-milles de courrier
Charter - Hours flown	1	--	3	4	2	56	46	+ 21.7	Vols d'affrètement - Heures de vol
Passenger-miles	9,649	621	17,381	27,651	25,852	1,121,352	765,208	+ 46.6	Passagers-milles
Goods ton-miles	1,217	—	2,228	3,445	1,753	31,944	26,493	+ 20.6	Tonnes-milles de marchandises
Fuel consumption: (gallons)									**Consommation de combustible:** (gallons)
Turbo and jet fuel	22,187	8,047	3,385	33,619	32,300	437,999	370,820	+ 18.1	Combustible pour turbomoteurs et moteurs à réaction
Gasoline	—	(4)*	374	370	562	4,913	8,899	- 44.8	Essence
Financial statistics:									**Statistiques financières:**
Operating revenues ..... $	32,650	9,142	6,126	47,918	43,053	657,688	554,534	+ 18.6	Recettes d'exploitation
Operating expenses ..... $	34,923	11,074	6,699	52,696	48,381	624,672	527,440	+ 18.4	Dépenses d'exploitation
Operating income (loss) .... $	(2,273)	(1,932)	(573)	(4,778)	(5,328)	33,016	27,094		Revenu (perte) d'exploitation

(1) Eastern Provincial Airways, Nordair, Pacific Western Airlines, Quebecair and Transair. — Eastern Provincial Airways, Nordair, Pacific Western Airlines, Québecair et Transair.

(2) Operations of the seven carriers represented in totals normally account for more than 85% of the revenues and expenses of the Canadian air transport industry. — Ces sept compagnies enregistrent habituellement plus que 85 p. 100 de toutes les recettes et dépenses d'exploitation de l'industrie des transports aériens au Canada.

* This negative figure is a result of adjustments made to previous months quantities. — Chiffre négatif résultant de la rectification des quantités déclarées pour les mois antérieurs.

— Nil or zero — Néant ou zéro.

-- Too small to be expressed — Chiffre infime.

Note: Air Canada's 1969 year-to-date figures are abnormally low due to a strike lasting from April 21 to May 20, 1969.

Nota: Les chiffres depuis le debut de l'année 1969 d'Air Canada sont inhabituellement bas à cause d'une grève qui a duré du 21 avril au 20 mai, 1969.

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Vol. 2, No. 62
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January 1971 Janvier

Civil Aviation — Preliminary

Specialty Flying Hours

Preliminary figures for third quarter specialty flying hours in Canada, performed by Canadian air carriers, are presented in this bulletin.

Complete quarterly statistical data may be obtained by consulting the publication "Air Carrier Operations in Canada", catalogue no. 51-002.

Enquiries concerning the material presented should be directed to the Aviation Statistics Centre, Attention: Mr. K.J. Marks, (Telephone 992-2957).

Aviation civile — préliminaire

Heures de vols spécialisés

Le présent bulletin renferme les chiffres préliminaires sur les heures de vols spécialisés effectuées au Canada par les transporteurs Canadiens pendant le troisième trimestre.

Le bulletin "Opérations des transporteurs aériens au Canada" numéro de catalogue 51-002, renferme toute la statistique triemestrielle.

Adresser toute demande de renseignements supplémentaires au Centre des statistiques de l'aviation, à l'attention de M. K.J. Marks, (Téléphone 992-2957).

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Rédigé par le Centre des statistiques de l'aviation, Division des transports et des services d'utilité publique, Bureau fédéral de la statistique, pour le Ministère des Transports et la Commission canadienne des transports

Specialty Flying Services, Groups I-V

Services de vols spécialisés, groupes I-V

1970

	1st quarter — 1er trimestre	2nd quarter — 2e trimestre	3rd quart — 3e trimes
	Hours — Heures		
Flying training (Class 7) — Entraînement au vol (classe 7) — FT	56,089	63,374	59,23
Recreational flying — Vol récréatif — RF	5,622	8,679	13,94
Aerial photography and survey — Photographie et relevés aériens — APS	4,064	7,882	8,61
Aerial photography restricted to scenics — Photographie aérienne pour images seulement — AP	198	524	42
Aerial inspection, reconnaissance and advertising — Inspection, reconnaissance et publicité — AIRA	6,829	15,278	23,02
Aerial application and distribution — Epandage et dispersion de produits — AAD	139	3,077	5,04
Aerial control — Surveillance aérienne — AC	453	1,906	6,02
Aerial construction — Construction au moyen d'aéronefs — A. CONST.	35	388	56
Aircraft rental — Location d'aéronefs — AR	7,336	11,634	14,21
Flying training (Class 6) — Entraînement au vol (classe 6) — FT	23,654	31,516	38,93
Total	104,419	144,258	170,02

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Aviation Statistics Centre/Centre des statistiques de l'aviation

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January 1971 Janvier

Air Passenger Origin and Destination

This bulletin presents Domestic O & D data for the third quarters of 1968, 1969 and 1970.

The air carriers participating in the O & D survey are Air Canada, CP Air, Eastern Provincial Airways, Norcanair, Nordair, Pacific Western Airlines, Quebecair and Transair.

Enquiries relating to the data may be directed to the Aviation Statistics Centre, (D.B.S.), 275 Slater Street, Ottawa 4, Ontario. Attention: Mr. G.C. Coleman or Mr. A.R. Turner (Telephone 613-992-2332 or 613-992-4801).

Origine et destination des passagers aériens

Ce bulletin présente les données sur l'origine et la destination intérieures pour les troisièmes trimestres de 1968, 1969 et 1970.

Les compagnies aériennes suivantes participent à l'enquête sur l'origine et la destination; Air Canada, CP Air, Eastern Provincial Airways, Norcanair, Nordair, Pacific Western Airlines, Québecair et Transair.

Toute demande concernant les données est à addresser au Centre des statistiques de l'aviation (B.F.S.), 275, rue Slater, Ottawa 4 (Ontario), à l'attention de M. G.C. Coleman ou M. A.R. Turner (Téléphone 613-992-2332 ou 613-992-4801).

Domestic Air Passenger Origin and Destination, 3rd Quarter 1968, 1969 and 1970

Origine et destination intérieures des passagers aériens, 3e trimestres 1968, 1969 et 1970

3rd Quarter — 3e trimestre 1970 Rank — Rang	City pair — Paire de ville		3rd Quarter — 3e trimestre		
			1968	1969	1970
			(X 1,000 Pax outbound & inbound — Sortants et entrants)		
1	Montreal	Toronto	133.1	162.6	154.0
2	Ottawa	Toronto	48.7	62.7	66.1
3	Calgary	Edmonton	39.1	46.7	56.7
4	Toronto	Vancouver	39.9	45.3	55.9
5	Toronto	Winnipeg	35.5	44.4	50.7
6	Calgary	Vancouver	31.5	40.9	45.6
7	Edmonton	Vancouver	27.3	36.8	38.5
8	Halifax	Toronto	21.5	28.8	30.0
9	Calgary	Toronto	21.3	28.2	29.7
10	Vancouver	Winnipeg	19.0	27.2	28.7
11	Montreal	Vancouver	17.3	24.5	25.9
12	Halifax	Montreal	18.8	24.1	24.1
13	Toronto	Windsor	16.8	19.4	23.9
14	Edmonton	Toronto	17.2	22.8	22.7
15	Thunder Bay	Toronto	16.4	21.3	22.5
16	Montreal	Quebec	12.0	21.6	22.4
17	Vancouver	Victoria	15.6	16.1	18.4
18	Calgary	Winnipeg	11.1	13.9	16.4
19	Montreal	Winnipeg	13.9	17.1	16.3
20	Sault Ste. Marie	Toronto	12.4	13.3	15.4
21	Montreal	Ottawa	9.5	13.3	14.4
22	St. John's	Toronto	10.4	13.0	14.1
23	Sudbury	Toronto	9.2	11.1	13.9
24	Prince George	Vancouver	8.4	13.3	13.8
25	Kelowna	Vancouver	7.8	11.8	12.8

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oduced by the Aviation Statistics Centre, Transportation and Public Utilities Division, Dominion Bureau of Statistics,
behalf of the Ministry of Transport and the Canadian Transport Commission
édigé par le Centre des statistiques de l'aviation, Division des transports et des services d'utilité publique, Bureau fédéral de la statistique,
our le Ministère des Transports et la Commission canadienne des transports

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International Air Charter Statistics

On January 1, 1970, a survey of International Air Charter Statistics was implemented. Quarterly reports are submitted by Canadian and Foreign Air Carriers, both scheduled and non-scheduled, to the Aviation Statistics Centre of the Dominion Bureau of Statistics. The information submitted covers the charter activities of all air carriers between Canada and other countries using aircraft with a gross take-off weight on wheels in excess of 18,000 lbs. and performed under the authority of the Air Transport Committee of the Canadian Transport Commission.

This service bulletin presents a summary of origin and destination data for the third quarter of 1970. Some of the concepts used in the development of the statistics are explained overleaf.

Unfortunately, no strictly comparable statistics are available for 1969. Data for previous years, released by the Air Transport Committee was based on the seating capacities of flights approved to take place between Canada and Europe. This report is based on actual loads transported between Canada and the rest of the world.

A much more expanded version of the data presented in this service bulletin will be released shortly in the DBS quarterly publication, "International Air Charter Statistics", catalogue no. 51-003, available from the Queen's Printer at an annual subscription cost of $2.00.

For further information re this Service Bulletin, please contact Mr. G.C. Coleman or Mr. J.E. Berg of the Aviation Statistics Centre, (Telephone 613-992-2332).

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3e trimestre 1970

Statistique internationale des affrètements aériens

Une enquête, visant à établir la statistique internationale des affrètements aériens, a été lancée le 1er janvier 1970. Une fois par trimestre, les transporteurs aériens canadiens et étrangers envoient un rapport au Centre de la statistique de l'aviation du Bureau fédéral de la statistique. Les renseignements fournis portent sur les affrètements de tous les transporteurs aériens entre le Canada et le reste du monde au moyen d'aéronefs dont le poids brut au décollage est supérieur à 18,000 livres et qui sont organisés avec l'autorisation du Comité des transports aériens de la Commission canadienne des transports.

Le présent bulletin contient une récapitulation des données sur la provenance et la destination de ces vols pour les troisieme trimestre 1970. On trouvera, au verso, une explication de la terminologie employée dans le présentation des statistiques.

Malheureusement, il n'a pas été possible, pour l'année 1969, de présenter des données comparables avec celles des années précédentes. Avant 1970 les données publiées par le Comité des transports aériens étaient établies en fonction de la capacité en sièges des vols autorisés entre le Canada et l'Europe. Les statistiques du présent bulletin portent sur les quantités réelles de passagers et de marchandises transportées entre le Canada et le reste du monde.

Une version plus étoffée de ces données sera présentée sous peu dans le bulletin trimestriel intitulé "Statistique internationale des affrètements internationaux" (no de catalogue du B.F.S. 51-003). On peut s'y abonner ($2 pour une année) chez l'Imprimeur de la Reine.

Pour obtenir de plus amples renseignements au sujet du présent bulletin, s'adresser à M. G.C. Coleman à M. J.E. Berg, Centre de la statistique de l'aviation (Téléphone 613-992-2332).

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oduced by the Aviation Statistics Centre, Transportation and Public Utilities Division, Dominion Bureau of Statistics,
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DEFINITIONS AND CONCEPTS

For data presentation, the world has been divided into 6 regions as follows:

1. Africa
2. Asia
3. Europe (including Turkey and the Canary Islands)
4. Pacific (not including Hawaii)
5. Southern (including Mexico, Caribbean, Central and South America)
6. U.S.A., which is divided into Continental (including Alaska) and Hawaii

Origin-Destination

Most charter flights are performed between one point of origin and one point of destination. Such flights create no problems for the compilation of Origin and Destination figures. However, some flights involve multiple points of origin and operate with more than one group per flight and these flights require special attention.

- Where there is a charter flight consisting of one group having multiple points of destination the first point of destination will be credited only (gateway concept).

  ex. Group of 50 passengers departing from Montreal going to London and then Paris will be considered as 50 passengers Montreal-London.

- Where there is a charter flight consisting of two or more groups having separate points of origin and separate points of destination the groups will be treated individually.

  ex. Flight operated Toronto-Montreal-London-Paris, 25 passengers enplane at Toronto destined for London, 35 passengers enplane at Montreal for Paris. This will count as 25 passengers Toronto-London and 35 passengers Montreal-Paris.

- Where there is a charter flight consisting of two or more groups each having multiple points of origin and destination the total number of passengers will be counted at the points of origin/destination where the highest number of passengers enplaned/deplaned.

  ex. Flight operated Toronto-Montreal-London-Paris, 30 passengers enplane at Toronto, 40 passengers enplane at Montreal. Of these 70 passengers 25 deplane at London and 45 at Paris. The flight will be counted as 70 passengers between Montreal and Paris.

DÉFINITIONS ET CONCEPTS

Pour la présentation statistique, le monde a été divisé en six régions qui sont les suivantes:

1. Afrique
2. Asie
3. Europe (y compris la Turquie et les îles Canaries)
4. Pacifique (à l'exception d'Hawaï)
5. Sud (Mexique, Antilles et ensemble de l'Amérique centrale et du Sud)
6. États-Unis, répartis entre le territoire continental (y compris l'Alaska) et Hawaï

Origine-destination

La plupart des vols d'affrètement sont exécutés entre un seul point d'origine et un seul point de destination. De tels vols ne créent pas de difficultés pour la compilation des chiffres d'origine et de destination. Toutefois, certains vols ont des points d'origine multiples et plus d'un groupe est transporté par vol; des vols doivent faire l'objet d'un soin particulier.

- Pour un vol d'affrètement transportant un seul groupe mais ayant plusieurs points de destination, le premier point de destination seulement sera crédité (concept dit "de poste").

  Par exemple, un groupe de 50 passagers partant de Montréal à destination de Londres, puis de Paris, sera considéré comme un groupe de 50 passagers pour un vol Montréal-Londres.

- Pour un vol d'affrètement affecté au transport de deux ou plus de deux groupes ayant des points d'origine distincts et des points de destination distincts, chaque groupe fera l'objet d'un traitement distinct.

  Par exemple, lors d'un vol Toronto-Montréal-Londres-Paris, 25 passagers embarquent à Toronto à destination de Londres, et 35 embarquent à Montréal à destination de Paris. On inscrira 25 passagers Toronto-Londres et 35 passagers Montréal-Paris.

- Pour un vol d'affrètement transportatn deux ou plus de deux groupes dont chacun a plusieurs points d'origine et de destination, le total des passagers sera inscrit aux points d'origine ou de destination où le nombre le plus élevé de passagers s'est embarqué ou a débarqué.

  Par exemple, pour un vol Toronto-Montréal-Londres-Paris, 30 passagers embarquent à Toronto, 40 à Montréal; sur ces 70 passagers, 25 débarquent à Londres et 45 à Paris. Ce vol sera inscrit comme un vol transportant 70 passagers entre Montréal et Paris.

TABLE 1. Trips Originating in Canada — Number of Passengers Travelling between City Pairs, July-September 1970

TABLEAU 1. Voyages en provenance du Canada — Nombre de passagers transportés entre paires de villes, juillet-septembre 1970

Point of origin — Point d'origine	Point of destination — Point de destination	Outbound (from Canada) — Sortant (du Canada)	Inbound (to Canada) — Entrant (au Canada)	Total
CANADA	AFRICA — AFRIQUE			
Calgary	Oran, Algeria	105	—	105
Montreal	Abidjan, Ivory Coast	77	—	77
	Dakar, Senegal	68	—	68
	Douala, Cameroun Rep.	94	—	94
	Lagos, Nigeria	79	—	79
Ottawa	Dar-es-Salaam, Tanzania	90	—	90
Toronto	Lagos, Nigeria	130	—	130
Total		643	—	643
CANADA	ASIA — ASIE			
Calgary	Osaka	750	250	1,000
	Tokyo	890	1,537	2,427
Edmonton	Tokyo	293	291	584
Halifax	Moscow	190	—	190
Montreal	Hong Kong	—	145	145
	Osaka	—	250	250
	Tokyo	639	292	931
Ottawa	Tokyo	87	86	173
Saskatoon	Tokyo	147	146	293
Toronto	Beirut	149	—	149
	Kiev	150	149	299
	Moscow	124	116	240
	Osaka	—	250	250
	Tokyo	2,356	2,045	4,401
Vancouver	Osaka	240	—	240
	Tokyo	1,959	2,345	4,304
Winnipeg	Tokyo	99	242	341
Total		8,073	8,144	16,217
CANADA	EUROPE			
Calgary	Amsterdam	1,300	1,280	2,580
	Copenhagen	261	255	516
	Dusseldorf	425	574	999
	Frankfurt	333	318	651
	London	3,403	3,421	6,824

TABLE 1. Trips Originating in Canada — Number of Passengers Travelling between City Pairs, July-September 1970 - Continued

TABLEAU 1. Voyages en provenance du Canada — Nombre de passagers transportés entre paires de villes, juillet-septembre 1970 - Suite

Point of origin — Point d'origine	Point of destination — Point de destination	Outbound (from Canada) — Sortant (du Canada)	Inbound (to Canada) — Entrant (au Canada)	Total
CANADA	EUROPE - Continued — Suite			
Calgary - Concluded — Fin	Oslo	—	119	119
	Prestwick	119	183	302
	Vienna	183	119	302
Edmonton	Amsterdam	1,499	1,386	2,885
	Belfast	—	183	183
	Copenhagen	—	331	331
	Dublin	—	119	119
	Dusseldorf	119	547	666
	Frankfurt	447	583	1,030
	London	3,141	4,019	7,160
	Manchester	119	119	238
	Milan	—	140	140
	Oslo	149	290	439
	Prestwick	883	589	1,472
	Shannon	119	—	119
	Warsaw	333	331	664
Frobisher	Sondre Stromfjord, Greenland	—	12	12
Gander	Lisbon	87	—	87
Halifax	Copenhagen	120	—	120
	London	836	478	1,314
	Paris	150	150	300
Montreal	Amsterdam	316	136	452
	Budapest	—	183	183
	Brussels	715	150	865
	Dublin	316	314	630
	Hanover	387	393	780
	Lisbon	183	183	366
	London	4,331	3,813	8,144
	Lyon	327	—	327
	Madrid	352	352	704
	Paris	3,481	4,003	7,484
	Prestwick	183	325	508
	Rome	276	—	276
	Sondre Stromfjord, Greenland	13	—	13
	Vienna	—	87	87
	Warsaw	150	149	299
Ottawa	Brussels	172	—	172
	London	1,390	1,525	2,915
	Prestwick	—	117	117
Regina	Amsterdam	99	—	99
	London	303	563	866
	Oslo	—	98	98
	Prestwick	—	149	149

TABLE 1. Trips Originating in Canada — Number of Passengers Travelling between City Pairs, July-September 1970 - Continued

TABLEAU 1. Voyages en provenance du Canada — Nombre de passagers transportés entre paires de villes, juillet-septembre 1970 - Suite

Point of origin — Point d'origine	Point of destination — Point de destination	Outbound (from Canada) — Sortant (du Canada)	Inbound (to Canada) — Entrant (au Canada)	Total
CANADA	EUROPE - Continued — Suite			
Saskatoon	Amsterdam	—	137	137
	Copenhagen	142	—	142
	London	956	1,599	2,555
	Oslo	—	153	153
	Paris	—	136	136
	Vienna	—	183	183
Sudbury	Helsinki	75	156	231
Thunder Bay, Ont.	Helsinki	168	414	582
	Prestwick	127	124	251
Toronto	Amsterdam	6,636	6,193	12,829
	Athens	1,647	2,013	3,660
	Belfast	1,207	1,826	3,033
	Belgrade	177	354	531
	Bergen, Norway	119	—	119
	Brussels	—	477	477
	Budapest	400	400	800
	Copenhagen	—	180	180
	Dublin	684	260	944
	Frankfurt	1,473	1,824	3,297
	Geneva	443	—	443
	Hamburg	—	140	140
	Hanover	393	379	772
	Helsinki	93	428	521
	Lisbon	366	183	549
	London	29,416	34,626	64,042
	Ljubljana, Yugoslavia	360	543	903
	Malta	378	480	858
	Manchester	1,343	1,223	2,566
	Oslo	146	—	146
	Paris	163	163	326
	Prestwick	6,788	8,218	15,006
	Rome	2,159	1,856	4,015
	Shannon	366	1,098	1,464
	Stockholm	—	170	170
	Venice	—	137	137
	Vienna	700	1,345	2,045
	Warsaw	493	671	1,164
	Zagreb, Yugoslavia	708	1,383	2,091
Vancouver	Amsterdam	3,310	4,761	8,071
	Belfast	—	360	360
	Bodø, Norway	153	151	304
	Copenhagen	389	640	1,029
	Frankfurt	663	326	989
	Helsinki	—	397	397
	London	10,309	14,261	24,570
	Manchester	—	141	141
	Milan	—	144	144
	Oslo	132	694	826

TABLE 1. Trips Originating in Canada — Number of Passengers Travelling between City Pairs, July-September 1970 - Continued

TABLEAU 1. Voyages en provenance du Canada — Nombre de passagers transportés entre paires de villes, juillet-septembre 1970 - Suite

Point of origin — Point d'origine	Point of destination — Point de destination	Outbound (from Canada) — Sortant (du Canada)	Inbound (to Canada) — Entrant (au Canada)	Total
CANADA	EUROPE - Concluded — Fin			
Vancouver - Concluded — Fin	Paris	148	—	148
	Prestwick	1,153	1,324	2,477
	Shannon	—	183	183
	Stansted, England	180	180	360
	Stockholm	—	390	390
Victoria	London	183	183	366
Whitehorse	London	—	119	119
Windsor	Athens, Greece	183	183	366
	Frankfurt	617	919	1,536
	London	1,009	1,418	2,427
	Prestwick	528	919	1,447
	Venice	—	148	148
	Warsaw	—	514	514
Winnipeg	Amsterdam	449	446	895
	Frankfurt	150	297	447
	London	1,659	1,902	3,561
	Oslo	—	301	301
	Prestwick	424	267	691
	Vienna	—	148	148
Total		106,785	129,274	236,059
CANADA	PACIFIC — PACIFIQUE	—	—	—
Total		—	—	—
CANADA	SOUTHERN — SUD			
Montreal	Bridgetown, Barbados	739	712	1,451
	Freeport, Bahamas	79	305	384
	Georgetown, Guyana	79	79	158
	Montego Bay, Jamaica	502	481	983
	Nassau, Bahamas	113	110	223
	Port au Prince, Haiti	71	226	297
	Santo Domingo, Dominican Rep.	—	106	106
Ottawa	Bridgetown, Barbados	79	—	79
Toronto	Bridgetown, Barbados	267	315	582
	Freeport, Bahamas	226	—	226
	Kingston, Jamaica	81	112	193
	Montego Bay, Jamaica	36	114	150
	San Juan, Puerto Rico	141	142	283

TABLE 1. Trips Originating in Canada — Number of Passengers Travelling between City Pairs, July-September 1970 - Continued

TABLEAU 1. Voyages en provenance du Canada — Nombre de passagers transportés entre paires de villes, juillet-septembre 1970 - Suite

Point of origin — Point d'origine	Point of destination — Point de destination	Outbound (from Canada) — Sortant (du Canada)	Inbound (to Canada) — Entrant (au Canada)	Total
CANADA	SOUTHERN — SUD — Concluded — Fin			
Windsor	Bridgetown, Barbados	113	—	113
	Freeport, Bahamas	1,441	1,369	2,810
	Kingston, Jamaica	79	—	79
	Montego Bay, Jamaica	237	158	395
	Nassau, Bahamas	270	265	535
Total		4,553	4,494	9,047
CANADA	U.S.A. — ÉTATS-UNIS CONTINENTAL			
Calgary	Sacramento, California	73	73	146
Edmonton	Atlantic City, New Jersey	94	94	188
	Jacksonville, Florida	116	117	233
	Waterloo, Iowa	94	91	185
London, Ont.	New York, New York	32	—	32
Lynn Lake	Missoula, Montana	37	—	37
Montreal	Atlanta, Georgia	113	113	226
	Chicago, Illinois	382	79	461
	Cincinnati, Ohio	46	—	46
	Columbus, Ohio	49	—	49
	Detroit, Michigan	93	—	93
	Houston, Texas	42	—	42
	Las Vegas, Nevada	272	264	536
	Louisville, Kentucky	50	—	50
	Miami, Florida	—	234	234
	New York, New York	369	—	369
	Orlando, Florida	113	113	226
	Philadelphia, Pennsylvania	282	113	395
	Pittsburgh, Pennsylvania	132	—	132
	San Francisco, California	65	—	65
	St. Louis, Missouri	205	—	205
	Toledo, Ohio	28	55	83
	Utica, New York	66	90	156
	West Palm Beach, Florida	190	—	190
Ottawa	Miami, Florida	—	114	114
	New York, New York	133	—	133
Sudbury	Atlantic City, New Jersey	37	—	37
	Las Vegas, Nevada	107	—	107
Timmins	Las Vegas, Nevada	87	86	173
Toronto	Akron, Ohio	13	13	26
	Atlantic City, New Jersey	35	—	35
	Harrisburg, Pennsylvania	8	8	16

TABLE 1. Trips Originating in Canada — Number of Passengers Travelling between City Pairs, July-September 1970 - Concluded

TABLEAU 1. Voyages en provenance du Canada — Nombre de passagers transportés entre paires de villes, juillet-septembre 1970 - Fin

Point of origin — Point d'origine	Point of destination — Point de destination	Outbound (from Canada) — Sortant (du Canada)	Inbound (to Canada) — Entrant (au Canada)	Total
CANADA	U.S.A. — ÉTATS-UNIS CONTINENTAL - Concluded — Fin			
Toronto - Concluded — Fin	Lake Geneva, Wisconsin	16	16	32
	Las Vegas, Nevada	689	686	1,375
	Miami, Florida	452	—	452
	New York, New York	144	144	288
	Orlando, Florida	113	226	339
	St. Louis, Missouri	28	—	28
	Waterloo, Iowa	47	47	94
Vancouver	Chicago, Illinois	141	—	141
	Oakland, California	65	—	65
	Portland, Oregon	81	81	162
	Seattle, Washington	48	—	48
Victoria	Salt Lake City, Utah	80	—	80
	Seattle, Washington	33	70	103
Winnipeg	Columbus, Ohio	51	—	51
	Louisville, Kentucky	26	—	26
	Minneapolis/St. Paul, Minnesota	100	31	131
	Newark, New Jersey	96	97	193
	South Bend, Indiana	47	47	94
	Syracuse, New York	62	—	62
	Toledo, Ohio	98	54	152
	Waterloo, Iowa	162	162	324
Total		5,942	3,318	9,260
CANADA	HAWAII — HAWAÏ			
Toronto	Honolulu	—	181	181
Total		—	181	181
GRAND TOTAL — GÉNÉRAL		125,996	145,411	271,407

TABLE 2. Trips Originating in Foreign Countries — Number of Passengers Travelling between City Pairs, July-September 1970

TABLEAU 2. Voyages en provenance de l'étranger — Nombre de passagers transportés entre paires de villes, juillet-septembre 1970

Point of origin — Point d'origine	Point of destination — Point de destination	Inbound (to Canada) — Entrant (au Canada)	Outbound (from Canada) — Sortant (du Canada)	Total
AFRICA — AFRIQUE	CANADA	—	—	—
Total		—	—	—
ASIA — ASIE	CANADA			
Tokyo	Toronto	183	—	183
Total		183	—	183
EUROPE	CANADA			
Amsterdam	Calgary	527	698	1,225
	Edmonton	1,078	1,949	3,027
	Montreal	299	606	905
	Toronto	9,328	8,907	18,235
	Vancouver	1,958	3,123	5,081
Belfast	Toronto	1,750	2,025	3,775
Belgrade, Yugoslavia	Toronto	328	501	829
Bergen, Norway	Montreal	119	—	119
Berlin	Toronto	180	—	180
Bodø, Norway	Vancouver	147	142	289
Brussels	Montreal	711	472	1,183
	Toronto	1,727	1,374	3,101
Budapest	Toronto	—	665	665
Cologne	Vancouver	131	126	257
Copenhagen	Calgary	149	284	433
	Edmonton	285	286	571
	Toronto	128	502	630
	Vancouver	—	146	146
Dublin	Toronto	662	813	1,475
Dusseldorf	Calgary	299	417	716
	Edmonton	272	388	660
Frankfurt	Calgary	183	328	511
	Edmonton	148	145	293
	Toronto	1,593	1,093	2,686
	Vancouver	326	296	622
Geneva	Montreal	324	183	507

TABLE 2. Trips Originating in Foreign Countries — Number of Passengers Travelling between City Pairs, July-September 1970 - Continued

TABLEAU 2. Voyages en provenance de l'étranger — Nombre de passagers transportés entre paires de villes, juillet-septembre 1970 - Suite

Point of origin — Point d'origine	Point of destination — Point de destination	Inbound (to Canada) — Entrant (au Canada)	Outbound (from Canada) — Sortant (du Canada)	Total
EUROPE	CANADA - Continued — Suite			
Helsinki	Sudbury	—	84	84
	Thunder Bay	84	164	248
	Toronto	185	842	1,027
London	Calgary	119	1,040	1,159
	Edmonton	1,206	1,235	2,441
	Frobisher	27	—	27
	Montreal	893	619	1,512
	Toronto	19,808	18,792	38,600
	Vancouver	3,100	3,929	7,029
	Winnipeg	—	27	27
Lyon	Calgary	50	—	50
	Montreal	328	—	328
	Vancouver	—	50	50
Malta	Toronto	669	558	1,227
Manchester	Calgary	119	119	238
	Edmonton	119	119	238
	Montreal	476	475	951
	Toronto	7,026	6,723	13,749
	Vancouver	805	1,229	2,034
Marseilles	Calgary	—	114	114
	Montreal	361	—	361
Milan	Edmonton	—	132	132
Newcastle	Toronto	162	162	324
Oslo	Vancouver	180	295	475
Paris	Calgary	180	287	467
	Montreal	3,423	2,466	5,889
	Toronto	250	—	250
	Vancouver	290	185	475
Prestwick	Edmonton	305	1,282	1,587
	Toronto	12,678	13,475	26,153
	Vancouver	1,363	1,445	2,808
	Windsor	149	—	149
Rome	Montreal	106	—	106
Stansted, Eng.	Toronto	372	186	558
	Vancouver	153	180	333
Stuttgart	Toronto	250	250	500
Tees-Side, Eng.	Toronto	470	327	797

TABLE 2. Trips Originating in Foreign Countries — Number of Passengers Travelling between City Pairs, July-September 1970 - Continued

TABLEAU 2. Voyages en provenance de l'étranger — Nombre de passagers transportés entre paires de villes, juillet-septembre 1970 - Suite

Point of origin — Point d'origine	Point of destination — Point de destination	Inbound (to Canada) — Entrant (au Canada)	Outbound (from Canada) — Sortant (du Canada)	Total
EUROPE	CANADA - Concluded — Fin			
Venice	Toronto	366	366	732
Vienna	Montreal	706	—	706
	Toronto	180	180	360
Zagreb, Yugoslavia	Toronto	123	265	388
Total		79,733	83,071	162,804
PACIFIC — PACIFIQUE	CANADA	—	—	—
Total		—	—	—
SOUTHERN — SUD	CANADA			
Georgetown, Guyana	Montreal	79	79	158
	Toronto	125	69	194
Kingston, Jamaica	Toronto	391	—	391
	Windsor	79	—	79
Port of Spain, Trinidad	Toronto	504	192	696
Total		1,178	340	1,518
U.S.A. — ÉTATS-UNIS CONTINENTAL	CANADA			
Anchorage, Alaska	Edmonton	112	—	112
Atlanta, Georgia	Montreal	154	74	228
Chicago, Ill.	Edmonton	88	—	88
	Montreal	309	—	309
	Stony Rapids, Sask.	58	58	116
Cincinnati, Ohio	Montreal	50	—	50
Columbus, Ohio	Winnipeg	47	—	47
Denver, Colorado	Thunder Bay	87	87	174
Detroit, Mich.	Montreal	132	132	264
Duluth, Minn.	Regina	99	—	99
	Reindeer Lake, Man.	22	—	22
Flint, Mich.	Montreal	48	46	94
	Toronto	58	56	114

TABLE 2. Trips Originating in Foreign Countries — Number of Passengers Travelling between City Pairs, July-September 1970 - Continued

TABLEAU 2. Voyages en provenance de l'étranger — Nombre de passagers transportés entre paires de villes, juillet-septembre 1970 - Suite

Point of origin — Point d'origine	Point of destination — Point de destination	Inbound (to Canada) — Entrant (au Canada)	Outbound (from Canada) — Sortant (du Canada)	Total
U.S.A. — ÉTATS-UNIS CONTINENTAL	CANADA - Continued — Suite			
Hartford, Conn.	Quebec City	143	142	285
Indianapolis, Ind.	Toronto	31	—	31
Kansas City, Mo.	Thunder Bay	86	86	172
Lafayette, La.	Montreal	—	95	95
	Quebec City	95	—	95
Lansing, Mich.	Reindeer Lake, Man.	22	—	22
Los Angeles, Cal.	Montreal	74	—	74
Louisville, Ky.	Winnipeg	49	—	49
Madison, Wis.	Regina	104	104	208
	Reindeer Lake	22	22	44
Minneapolis/St-Paul	God's Lake, Man.	10	10	20
	Regina	512	613	1,125
	Reindeer Lake, Man.	566	607	1,173
	Winnipeg	69	69	138
Moline, Ill.	Reindeer Lake, Man.	22	—	22
Newark, N.J.	Quebec City	46	—	46
	Trois-Rivières	—	47	47
New York, N.Y.	London, Ont.	27	—	27
	Montreal	201	108	309
	Quebec City	48	47	95
	St. John, N.B.	10	10	20
	Toronto	273	—	273
Norfolk, Va.	Winnipeg	51	—	51
Oklahoma City, Okla.	Thunder Bay	86	86	172
Omaha, Neb.	Reindeer Lake, Man.	22	—	22
Philadelphia, Pa.	Montreal	43	—	43
Pittsburgh, Pa.	Montreal	49	—	49
	Muskoka	10	—	10
Portland, Me.	Montreal	44	44	88
Providence, R.I.	Halifax	36	—	36
Rochester, N.Y.	Montreal	72	—	72

TABLE 2. Trips Originating in Foreign Countries — Number of Passengers Travelling between City Pairs, July-September 1970 - Concluded

TABLEAU 2. Voyages en provenance de l'étranger — Nombre de passagers transportés entre paires de villes, juillet-septembre 1970 - Fin

Point of origin — Point d'origine	Point of destination — Point de destination	Inbound (to Canada) — Entrant (au Canada)	Outbound (from Canada) — Sortant (du Canada)	Total
U.S.A. — ÉTATS-UNIS CONTINENTAL	CANADA - Concluded — Fin			
San Francisco, Cal.	Montreal	90	—	90
Seattle, Wash.	Vancouver	183	43	226
Spokane, Wash.	Edmonton	10	—	10
St-Louis, Mo.	Montreal	98	—	98
	Winnipeg	28	—	28
Syracuse, N.Y.	Winnipeg	30	—	30
Wilmington, Del.	Trenton	28	28	56
Wichita, Kansas	Thunder Bay	87	87	174
Total		4,641	2,701	7,342
U.S.A. — ÉTATS-UNIS HAWAII — HAWAÏ	CANADA	—	—	—
Total		—	—	—
GRAND TOTAL — GÉNÉRAL		85,735	86,112	171,847

Table 1. Aircraft Operating Expenses per Block Flying Hour

Summary by Aircraft Type, 1969

Tableau 1. Dépenses d'exploitation des aéronefs par temps de vol

Récapitulation par type d'aéronef, 1969

Aircraft type — Type d'aéronef	Gross take-off weight — Poids brut du décollage	Average operating expenses per block hour — Dépenses d'exploitation moyennes des aéronefs par temps de vol			
		Flying — Vol	Maintenance — Entretien	Depreciation and/or rental — Dépréciation ou location	Total
	('000 lbs. — liv.)				
Fixed-wing — A voilure fixe					
Single Engine — Monomoteurs:					
Beaver DHC2	5.0	30.93	22.39	4.37	57.69
Cessna 172	3.0	22.64	7.32	3.14	33.10
Cessna 180	2.5-2.8	27.17	14.70	5.72	47.59
Cessna 185	3.2	29.93	12.12	7.59	49.64
Norseman	6.4-7.5	31.43	30.12	2.63	64.18
Otter DHC3	8.0	44.41	32.74	12.07	89.22
Twin Engine — Bimoteurs:					
Beech BE18	8.2-9.5	59.94	37.73	18.29	115.96
Canso PBY-5A	32.0	100.92	90.10	22.21	213.23
Douglas DC-3	27.0	78.17	73.74	6.39	158.30
Grumman Goose	8.0	60.89	29.47	22.02	112.38
Piper Apache	5.2	28.88	11.16	9.85	49.89
Piper Aztec	5.2	31.71	17.18	9.24	58.13
Twin Otter	11.6-12.5	77.78	59.00	51.77	188.55
Multi-Engine — Plus de deux moteurs:					
Boeing 707	258.0-312.0	N/A	N/A	N/A	1,039.66
Boeing 737	111.0	297.96	111.16	150.29	559.41
Douglas DC-4	73.0	129.49	139.76	32.40	301.65
" DC-6	98.0-107.0	202.71	183.82	64.81	451.34
" DC-8	265.0-330.0	495.12	280.82	195.65	971.59
" DC-9	77.0-108.0	255.37	146.45	148.71	550.53
Vickers Vanguard	142.0	248.30	349.16	105.20	702.66
Vickers Viscount	62.0-65.0	154.05	161.73	8.47	324.25
Helicopters — Hélicoptères					
Bell 47	3.0	40.38	37.88	14.71	92.97
Bell 204	9.0	109.79	94.56	63.34	267.69
Bell 206	3.0	50.81	60.29	18.07	129.17
Hiller FH-1100	2.8	53.20	58.17	14.88	126.25
Hiller UH-12E	3.1-3.5	48.38	45.40	6.55	100.33

Table 2. Average Costs per Hour for Aircraft Types, 1969

Tableau 2. Frais moyens l'heure par type d'aéronefs, 1969

Aircraft type — Type d'aéronef	Operating expenses per block hour — Dépenses d'exploitation par temps de vol				Average number of hours flown per aircraft — Nombre moyen d'heures de vol par aéronef
	Flying — Vol	Maintenance — Entretien	Depreciation and/or rental — Dépréciation ou location	Total	
Beaver DHC2	33.58	34.04	0.53	68.15	736
	29.44	16.03	3.86	49.33	614
	19.61	12.20	4.53	36.34	962
	45.62	26.29	5.53	77.44	658
	50.76	34.72	13.65	99.13	379
	26.85	10.50	5.84	43.19	731
	25.90	24.93	—	50.83	623
	37.32	56.38	8.96	102.66	543
	28.15	20.78	.05	48.98	580
	49.68	18.66	15.17	83.51	620
	24.22	10.59	—	34.81	840
	25.34	16.50	5.98	47.82	664
	45.81	37.90	3.47	87.18	685
	29.13	22.08	7.50	58.71	617
Beech BE18	60.29	44.35	11.11	115.75	363
	66.10	40.36	19.39	125.85	986
	62.54	32.35	32.42	127.31	199
	61.82	43.97	24.11	129.90	536
	52.14	30.73	10.96	93.83	856
Boeing 707	N/A	N/A	N/A	997.30	2,732
	N/A	N/A	N/A	1,580.94	278
Boeing 737	286.20	110.20	154.11	550.51	2,598
	290.65	100.18	110.95	501.78	3,250
	312.17	122.19	345.38	779.74	2,612
	332.92	151.41	208.73	693.06	2,546
Canso (Corvair) PBY-5A	89.03	49.21	17.60	155.84	477
	67.32	123.03	10.71	201.06	320
	74.16	80.11	—	154.27	495
	189.81	205.13	94.04	488.98	155
	133.54	114.68	14.18	262.40	285
	78.71	44.08	16.88	139.67	756
	120.14	52.67	44.44	217.25	225
Cessna 172	17.05	3.03	1.76	21.84	1,016
	26.60	10.09	1.52	38.21	541
	21.44	7.91	17.22	46.57	273
Cessna 180	30.37	15.93	5.84	52.14	271
	18.77	11.18	—	29.95	439
	19.02	25.65	6.42	51.09	418
	28.58	10.60	4.12	43.30	582
	41.18	15.47	10.11	66.76	623
	18.10	8.77	8.85	35.72	651
Cessna 185	22.23	4.62	15.81	42.66	674
	32.29	15.17	8.14	55.60	348
	30.62	13.16	5.01	48.79	660
	65.42	30.50	—	95.92	72
	26.96	27.60	8.82	63.38	412
	32.87	40.46	8.90	82.23	342

Table 2. Average Costs per Hour for Aircraft Types, 1969 - Continued

Tableau 2. Frais moyens l'heure par type d'aéronefs, 1969 - suite

Aircraft type — Type d'aéronef	Operating expenses per block hour — Dépenses d'exploitation par temps de vol				Average number of hours flown per aircraft — Nombre moyen d'heures de vol par aéronef
	Flying — Vol	Maintenance — Entretien	Depreciation and/or rental — Dépréciation ou location	Total	
Douglas DC-3	71.00	87.30	5.25	163.55	1,283
	65.97	56.04	6.16	128.17	1,127
	93.86	68.53	23.41	185.80	836
	84.45	49.27	—	133.72	836
	96.04	133.21	20.09	249.34	502
	72.08	80.27	6.90	159.25	942
	74.85	37.78	3.69	116.32	563
	100.36	40.65	16.20	157.21	395
	113.81	84.05	—	197.86	492
	76.44	72.57	0.42	149.43	1,113
	74.73	68.13	21.77	164.63	354
	95.11	113.84	—	208.95	134
Douglas DC-4	138.14	120.05	6.23	264.42	1,658
	117.39	108.31	14.98	240.68	2,006
	132.91	178.51	4.97	316.39	879
	131.27	147.80	119.87	398.94	1,313
	130.80	109.10	37.28	277.18	2,122
	128.25	163.69	11.35	303.29	1,425
Douglas DC-6	197.19	165.79	77.99	440.94	1,816
	245.34	281.29	35.46	562.09	1,095
Douglas DC-8	512.46	237.71	184.22	934.39	4,381
	486.73	301.69	201.19	989.61	3,164
Douglas DC-9	255.37	146.45	148.71	550.53	2,647
Grumman Goose	88.96	45.90	2.53	137.39	234
	51.76	25.25	20.92	97.93	251
	56.19	35.43	46.39	138.01	424
	54.96	15.70	7.77	78.43	386
Norseman	33.61	32.27	5.77	71.65	555
	28.58	18.34	—	46.81	612
	29.84	30.60	—	60.41	675
Otter DHC3	34.22	17.09	14.26	65.57	1,399
	85.19	22.62	27.50	135.31	1,093
	34.41	18.71	10.96	64.08	588
	21.22	2.59	47.98	71.79	580
	44.83	58.42	11.46	114.71	531
	39.83	59.99	15.81	115.63	864
	56.19	38.99	3.83	99.01	724
	48.74	26.16	9.47	84.37	497
	48.79	18.32	14.89	82.00	631
	33.76	33.05	34.65	101.46	482
	45.62	37.88	5.31	88.81	942
	32.59	34.27	—	66.86	614
Piper Apache	25.85	8.12	20.25	54.22	275
	24.88	11.32	10.00	46.20	16
	30.37	12.55	5.09	48.01	401

Table 2. Average Costs per Hour for Aircraft Types, 1969 - Concluded

Tableau 2. Frais moyens l'heure par type d'aéronefs, 1969 - fin

Aircraft type — Type d'aéronef	Operating expenses per block hour — Dépenses d'exploitation par temps de vol				Average number of hours flown per aircraft — Nombre moyen d'heures de vol par aéronef
	Flying — Vol	Maintenance — Entretien	Depreciation and/or rental — Dépréciation ou location	Total	
Piper Aztec	18.22	12.74	8.41	39.37	380
	33.49	7.81	3.82	45.12	657
	50.94	64.69	12.55	128.18	559
	20.90	7.84	6.37	35.11	600
	23.71	15.35	11.00	50.06	512
	62.34	43.88	47.49	153.71	360
Twin Otter	84.90	124.99	72.02	281.91	687
	78.67	54.39	46.30	179.36	816
	89.46	29.25	46.67	161.38	911
	58.00	13.00	50.67	121.67	3
	61.45	43.95	35.37	140.77	882
	76.50	58.25	61.13	195.88	889
Vickers Vanguard 952	248.30	349.16	105.20	702.66	1,605
Vickers Viscount 724/757 ...	145.40	46.16	72.66	264.22	—
	154.33	165.45	6.41	326.19	2,013
Helicopters - Hélicoptères:					
Bell 47	40.35	54.84	39.51	134.70	804
	31.98	37.32	9.12	78.42	905
	41.45	39.37	12.74	93.56	527
	63.26	37.52	30.89	131.67	544
	36.79	39.97	7.62	84.38	478
	50.55	43.28	5.50	99.33	146
	41.32	43.05	3.33	87.70	506
	34.64	13.01	10.58	58.23	1,015
	42.06	24.51	15.81	82.38	591
Bell 204	118.90	91.67	72.42	282.99	1,041
	78.17	169.60	74.68	322.45	467
	97.94	81.43	40.38	219.75	898
Bell 206	73.60	72.26	19.96	165.82	732
	54.36	98.55	82.78	235.69	482
	39.52	22.98	14.86	77.36	757
	43.30	57.70	11.91	112.91	1,224
	48.69	64.05	23.97	136.71	845
Hiller FH-1100	37.43	43.96	22.49	103.88	731
	56.92	61.45	13.08	131.54	775
Hiller UH-12E	41.09	46.87	3.44	91.40	765
	59.77	43.10	11.40	114.27	415

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Civil Aviation - 3rd Quarter 1970

"Air Carrier Operations in Canada"

Preliminary figures on air carrier operations have been compiled and tabulated. The tables contain selected details of general operations, operating revenues and expenses, as well as helicopter statistics.

Complete quarterly statistical data may be obtained by consulting the publication "Air Carrier Operations in Canada", catalogue no. 51-002.

Enquiries concerning the material presented should be directed to the Aviation Statistics Centre, Attention: Mr. K.J. Marks, (Telephone 992-2957).

Aviation civile - 3e trimestre 1970

"Opérations des transporteurs aériens au Canada"

Les statistiques provisoires sur les opérations des transporteurs ont été mises en tableaux. Les tableaux renferment certain renseignements sur l'exploitation en général ainsi que sur les recettes et les dépenses d'exploitation, de même que la statistique des hélicoptères

Le bulletin "Opérations des transporteurs aériens au Canada" numéro de catalogue 51-002, renferme toute la statistique trimestrielle.

Adresser toute demande de renseignements supplémentaires au Centre des statistiques de l'aviation, à l'attention de M. K.J. Marks, (Téléphone 992-2957).

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Produced by the Aviation Statistics Centre, Transportation and Public Utilities Division, Dominion Bureau of Statistics, on behalf of the Ministry of Transport and the Canadian Transport Commission
Rédigé par le Centre des statistiques de l'aviation, Division des transports et des services d'utilité publique, Bureau fédéral de la statistique, pour le Ministère des Transports et la Commission canadienne des transports

Table 1. Operations of Canadian Airlines and Scheduled Foreign Airlines, 3rd Quarter 1970

Tableau 1. Opérations des transporteurs aériens canadiens et des transporteurs étrangers à horaire fixe, 3e trimestre 1970

		Canadian airlines — Transporteurs aériens canadiens					Foreign airlines — Transporteurs aériens étrangers		
		Transcontinental and regional air carriers 7 major — Transcontinentaux et régionaux les 7 principaux	Group III carriers — Transporteurs du groupe III	Group IV carriers — Transporteurs du groupe IV	Group V carriers — Transporteurs du groupe V	Total Canadian carriers — Total, transporteurs canadiens	U.S. carriers — Transporteurs des États-Unis	Other Foreign carriers — Autres transporteurs étrangers	Total Foreign carriers — Total, transporteurs étrangers
Unit toll — Taxe unitaire:									
Passengers — Passagers	'000	2,996	70	31	7	3,104	653	253	906
Passenger-miles — Passagers-milles	millions	3,126	14	3	—	3,143	37	170	207
Cargo carried — Cargaison	'000 lbs. — liv.	75,742	3,106	1,581	47	80,476	10,045	16,179	26,224
Cargo ton-miles — Cargaison tonnes-milles	'000	66,947	550	1,053	3	68,553	385	7,959	8,344
Hours flown — Heures de vol ..		118,150	13,642	7,760	950	140,502	2,468	6,676	9,114
Charter — Services de frètement:									
Passengers — Passagers	'000	190	181	137	97	605	3.3	48.7	52.0
Passenger-miles — Passagers-milles	millions	590	292	5	—	887	.94	11	11.94
Goods — Marchandises	'000 lbs. — liv.	18,162	27,754	17,071	9,834	72,821	2.2	710.0	712.2
Goods ton-miles — Marchandises tonnes-milles	'000	5,700	4,764	85	—	10,549	—	91	91
Hours flown — Heures de vol ..		19,156	163,881	74,699	48,238	305,974	68	288	356
Specialty — Services spécialisés:									
Hours flown — Heures de vol ..		645	10,169	51,799	70,437	133,050	—	—	—

Notes: 1. Miles reported by foreign airlines are for those flown over Canadian territory only. — Les milles de vol par les transporteurs aériens étrangers ne s'appliquent qu'aux vols en territoire canadien.
2. Cargo = Freight and Express. — Cargaison: fret et messageries.
3. Goods = Freight, Express, excess baggage and mail. — Marchandises: fret, messageries, l'excédent des bagages et courrier.

Table 2. Selected Operating Revenue and Expense Items - Canadian Airlines Financial Groups I-IV, 3rd Quarter 1970

Tableau 2. Certains postes de recettes et de dépenses d'exploitation - Groupes financiers I-IV des transporteurs aériens canadiens, 3e trimestre 1970

	Group I — Groupe I	Group II — Groupe II	Group III — Groupe III	Group IV — Groupe IV	Total group I-IV carriers — Total transporteurs des groupes I-IV
Revenues — Recettes:					
Unit toll — Transport à tax unitaire	181,318	17,352	2,672	838	202,180
Charter — Services de frètement	11,837	8,826	25,033	7,846	53,542
Specialty flying — Services aériens spécialisés	7	141	2,026	2,781	4,955
Non-flying revenues — Recettes autre que du transport aérien	1,754	273	1,005	554	3,586
Total operating revenues — Total, recettes d'exploitation	194,916	26,592	30,736	12,019	264,263
Expenses — Dépenses:					
Flying operations — Opérations de vol	38,066	9,240	10,244	4,924	62,474
Maintenance — Entretien	27,962	4,310	6,222	2,156	40,650
Other expenses — Autres dépenses	98,235	10,784	5,727	2,201	116,947
Total operating expenses — Total dépenses d'exploitation	164,263	24,334	22,193	9,281	220,071
Operating income (loss) — Revenu (perte) d'exploitation	30,653	2,258	8,543	2,739	44,193
Interest expense — Intérêt	4,303	1,493	812	209	6,817
Net income after taxes — Revenu net après les impôts	21,331	818	7,797	2,503	32,449

Table 3. Helicopter Statistics - Companies Operating only Helicopters, 3rd quarter 1970

Tableau 3. Statistiques des hélicoptères - Entreprises n'exploitant que des hélicoptères, 3e trimestre 1970

Operating statistics Group I-V carriers — Statistique d'exploitation Transporteurs des groupes I-V		3rd quarter — 3e trimestre 1970
Hours flown — Heures de vol:		
Charter — Services de frètement		141,250
Specialty — Services spécialisés		22,410
Total revenue — Total, trafic payant		163,660
Non-revenue — Trafic non payant		6,901
Helicopter operating revenues and expenses - carriers in groups I-IV operating only helicopters — Exploitation relatives aux hélicoptères recettes et dépenses - transporteurs des groupes I-IV n'exploitant que des hélicoptères:		
Revenues* — Recettes*		
Charter — Services de frètement	$'000	12,718
Specialty — Services spécialisés	"	1,149
Other — Autres	"	99
Total operating revenues — Total, recettes d'exploitation	"	13,966
Expenses* — Dépenses*		
Flying operations — Operations de vol	$'000	4,906
Maintenance — Entretien	"	3,204
Other expenses — Autres dépenses	"	1,594
Total operating expenses — Total, dépenses d'exploitation	"	9,704
Operating income (loss) — Revenu (perte) d'exploitation		4,262
Interest expense — Intérêts		263
Net income (loss) after taxes — Revenue net (perte nette) après impôts	$'000	3,963

* Revenues and expenses are not reported for group V until the end of the year. — Les recettes et dépenses des entreprises du groupe V ne sont pas déclarées avant la fin de l'année.

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Aviation Statistics Centre/Centre des statistiques de l'aviation

Vol. 2, No. 67
ASC-SB-4-26

February 1971 Février

Civil Aviation - December 1970

Operations of Transcontinental and Regional Air Carriers

Preliminary figures for the seven major Canadian airlines (two transcontinental and five regional) have been compiled and tabulated.

Figures for 1969 have been recalculated to include the operations of Nordair and thus make 1969 and 1970 totals comparable.

Complete monthly statistical data may be obtained by consulting the monthly publication "Transcontinental and Regional Air Carrier Operations", catalogue no. 51-001.

Enquiries concerning the material presented should be directed to the Aviation Statistics Centre, Attention: Mr. K.J. Marks, (Telephone 992-2957.

Aviation civile - décembre 1970

Exploitation des transporteurs transcontinentaux et régionaux

Les statistiques provisoires des sept principaux transporteurs canadiens (deux transcontinentaux et cinq régionaux) ont été mises en tableau.

Les chiffres donnés pour 1969 ont été rectifiés pour inclure Nordair et pour que les totaux de 1969 et 1970 soient comparables.

Le bulletin "Opérations des transporteurs aériens transcontinentaux et régionaux", numéro de catalogue 51-001, renferme toute la statistique mensuelle.

Adresser demande de renseignements supplémentaires au Centre des statistiques de l'aviation, Attention: M. K.J. Marks, (Téléphone 992-2957).

8705-501

Produced by the Aviation Statistics Centre, Transportation and Public Utilities Division, Dominion Bureau of Statistics, on behalf of the Ministry of Transport and the Canadian Transport Commission
Rédigé par le Centre des statistiques de l'aviation, Division des transports et des services d'utilité publique, Bureau fédéral de la statistique, pour le Ministère des Transports et la Commission canadienne des transports

Operations of Transcontinental and Regional Air Carriers
December 1970 Preliminary Data

Exploitation des transporteurs transcontinentaux et régionaux
Décembre 1970 — Résultats provisoires

	December — Décembre 1970				December — Décembre 1970 total	Jan.-Dec. — Janv.-Déc. 1970 total	Jan.-Dec. — Janv.-Déc. 1969 total	% change — Variation en % 1970 cum. V's 1969 cum.	
	Air Canada	CP Air	Five regional carriers(1) — Cinq transporteurs régionaux(1)	Total(2)					
	(Thousands — En milliers)								
Operating statistics:									**Exploitation:**
Unit toll - Passenger-miles ..	486,673	173,161	45,233	705,067	666,935	9,560,860	8,107,189	+ 17.9	Taxe unitaire - Passagers-milles
Goods ton-miles ..	21,321	5,289	1,446	28,056	24,621	291,715	247,370	+ 17.9	Tonnes-milles de marchandises
Mail ton-miles ...	3,265	1,055	297	4,617	4,263	36,959	35,862	+ 3.1	Tonnes-milles de courrier
Charter - Hours flown	--	--	4	4	3	60	49	+ 22.4	Vols d'affrètement - Heures de vol
Passenger-miles	4,207	2,353	23,034	29,594	35,769	1,150,946	800,976	+ 43.7	Passagers-milles
Goods ton-miles	586	—	1,440	2,026	3,114	33,970	29,608	+ 14.7	Tonnes-milles de marchandises
Fuel consumption: (gallons)									**Consommation de combustible:** (gallons)
Turbo and jet fuel	24,431	8,267	3,678	36,376	34,475	474,375	405,295	+ 17.0	Combustible pour turbomoteurs et moteurs à réaction
Gasoline	—	8	348	356	563	5,269	9,463	— 44.3	Essence
Financial statistics:(3)									**Statistiques financières:**(3)

(1) Eastern Provincial Airways, Nordair, Pacific Western Airlines, Quebecair and Transair. — Eastern Provincial Airways, Nordair, Pacific Western Airlines, Québecair et Transair.

(2) Operations of the seven carriers represented in totals normally account for more than 85% of the revenues and expenses of the Canadian air transport industry. — Ces sept compagnies enregistrent habituellement plus que 85 p. 100 de toutes les recettes et dépenses d'exploitation de l'industrie des transports aériens au Canada.

(3) Financial data will be availabe in the 4th quarter edition of "Air Carrier Operations in Canada". — Les données financières paraitront dans la livraison du 4e trimestre du bulletin "Opérations des transporteurs aériens au Canada".

— Nil or zero — Néant ou zéro.

-- Too small to be expressed — Chiffre infime.

Note: Air Canada's 1969 year-to-date figures are abnormally low due to a strike lasting from April 21 to May 20, 1969.

Nota: Les chiffres depuis le debut de l'année 1969 d'Air Canada sont inhabituellement bas à cause d'une grève qui a duré du 21 avril au 20 mai, 1969.

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Aviation Statistics Centre/Centre des statistiques de l'aviation

Vol. 2, No.68
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February 1971 Février

Aircraft Fleet Canadian Commercial Air Carriers as of January 15, 1971

Fleet Reports from all Canadian companies licensed to perform commercial air services have been compiled and tabulated. The numbers shown represent the number of aircraft with certificates of airworthiness which were available for commercial air services on January 15, 1971.

Enquiries concerning the material presented should be directed to the Aviation Statistics Centre, Attention: Mr. K.J. Marks (Telephone 992-2957 or 996-4728).

Flotte aérienne de transport commercial du Canada 15 janvier 1971

La flotte aérienne de l'ensemble des sociétés canadiennes autorisées à faire le transport commercial aérien a été recensée et mise en tableau. Le nombre d'avions indiqué est celui des appareils ayant un certificat de navigabilité valable au 15 janvier 1971.

Pour obtenir de plus amples renseignements, s'adresser à M. K.J. Marks du centre des statistiques de l'aviation (992-2957 ou 996-4728).

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8705-501

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Rédigé par le Centre des statistiques de l'aviation, Division des transports et des services d'utilité publique, Bureau fédéral de la statistique, pour le Ministère des Transports et la Commission canadienne des transports

Table 1. Group AA Fixed-Wing Aircraft

Tableau 1. Avions à voilure fixe du groupe AA

Manufacturer — Constructeur	Model — Type	Number — Nombre
Hawker Siddley	Argosy	4
Douglas	A26	2
Hawker Siddley	748	2
BAC	111	2
Bristol 170	Freighter	4
Boeing	Fortress	1
	707 120 series — série	2
	707 320 series — série	2
	B-727	3
	B-737	19
Convair	Metropolitan	3
	640	3
Curtiss	C46	4
Handley Page	Dart Herald	3
Douglas	DC-4	13
	DC-6	3
	DC-6B	3
	DC-8 40 series — série	16
	DC-8 50 series — série	11
	DC-8 60 series — série	22
	DC-9	36
Fairchild	F27	6
Grumman	Gulfstream II	1
Lockheed	Hercules	3
Martin	Mars	2
Vickers	Viscount	32
	Vanguard	12
Nihon	YS-11	2
Group AA — Total — Groupe AA		216

Table 2. Group A Fixed-Wing Aircraft

Tableau 2. Avions à voilure fixe du groupe A

Manufacturer — Constructeur	Model — Type	Number — Nombre
Consolidated	CANSO	20
Douglas	A26	2
Douglas	DC-3	62
Dassault	Falcon Fan Jet	1

Table 2. Group A Fixed-Wing Aircraft - Concluded

Tableau 2. Avions à voilure fixe du groupe A - fin

Manufacturer — Constructeur	Model — Type	Number — Nombre
Grumman	Gulfstream	1
Hawker Siddley	HS25	2
Lockheed	Lodestar	5
Nord	ND62	4
Group A — Total — Groupe A		97

Table 3. Group B Fixed-Wing Aircraft

Tableau 3. Avions à voilure fixe du groupe B

Manufacturer — Constructeur	Model — Type	Number — Nombre
Aero Commander	Jet Commander AC21	3
	Commander AC50	2
	Commander AC52	1
	Commander AC56	2
	Super Commander AC68	10
	Alti-Cruiser AC72	1
Avro (Federal)	Anson	3
Beech	BE11	1
	Expeditor BE18	36
	Bonanza	4
	Twin Bonanza	2
	Baron BE55	3
	Queen Air BE65	2
	Super 18 BE8S	52
	Queen Air 80/A80	3
	King Air	1
	Travelair	13
	BG8	1
Barkley Grow	Skyrocket BL31	1
Bellanca	Aircruiser BL66	1
	Islander BN2	6
Britten Norman	Stearman B75	13
Boeing	Cadet CA1	3
Callair	CA56	6
	C177	1
Cessna	C180	255
	Skylane C182	16
	Skywagon C185	108

Table 3. Group B Fixed-Wing Aircraft - **Continued**

Tableau 3. Avions à voilure fixe du groupe B - suite

Manufacturer — Constructeur	Model — Type	Number — Nombre
Cessna - Concluded — Fin	Agwagon C188	6
	C195	2
	C205	1
	Super Skywagon C206	31
	C210	4
	Twin Cessna C310	19
	Skyknight C320	6
	Skymaster C336	1
	Cessna 337	13
	Cessna 401	2
	Cessna 402	7
	Cessna 411	2
	C421	3
De Havilland	Beaver	159
	Otter DHC3	63
	Twin Otter DH6	20
Dornier	28	3
Helio	Courrier E391	1
	Super Courrier E395	1
Fairchild	Husky FA11	2
Found Bros.	2C	10
Grumman	Avenger	18
	Ag-Cat	3
	Goose G21	13
	S.C.A.N.	1
	Widgeon/Super Widgeon	5
	Mallard	3
Lear	Lear Jet-23	3
Lockheed	Electra 10 and 12	1
Mooney	Mark 20	5
	M021	1
Mitsubishi	MU2	2
North American	Harvard	8
Navion	Recruiter	1
Noorduyn	Norseman N04	6
	Norseman N05	34
	Norseman N06	11
Piper	Super Cub PA18	1
	Apache/Aztec PA23	126
	Comanche PA24	5
	Pawnee PA25	19
	Cherokee PA28	8
	Twin Comanche PA30	13
	Navajo PA31	13
	Cherokee Six PA32	6
Pilatus	Turbo Porter PC6A	1
Pilaggio	Royal Gull P136	1

Table 3. Group B Fixed-Wing Aircraft - Concluded

Tableau 3. Avions à voilure fixe du groupe B - fin

Manufacturer — Constructeur	Model — Type	Number — Nombre
Republic	Seabee	2
United Consult	Twin Bee	1
Scottish	Twin Pioneer	1
Short	Skyvan	2
Stinson	ST10	7
Snow Commander	SW2	11
Waco	—	1
Howard	—	2
Group B — Total — Groupe B		1,241

Table 4. Group C Fixed-Wing Aircraft

Tableau 4. Avions à voilure fixe du groupe C

Manufacturer — Constructeur	Model — Type	Number — Nombre
American Aviation		8
Aero Commander	Commander	1
Aeronca	Chief/Super Chief AR11	2
	Sedan AR15	6
Beech	Musketeer	8
Champion	Lancer CH40	1
	CH7	50
Cessna	C140	3
	C150	334
	C170	7
	Skyhawk C172	178
	Skylark C175	5
	C177	16
	Bird Dog	2
	Canuck 80	14
Fleet	Aircoupe	1
Alon	Ercoupe Club Air	2
Ercoupe	GLDR	1
Schweizer	Mark 20	1
Mooney	Bee Dee M4	4
Maule	MU2	1
Mitsubishi		

Table 4. Group C Fixed-Wing Aircraft - Concluded

Tableau 4. Avions à voilure fixe du groupe C - fin

Manufacturer — Constructeur	Model — Type	Number — Nombre
Piper	Cub Special PA11	6
	Super Cruiser PA12	19
	Family Cruiser PA14	2
	Clipper PA16	1
	Super Cub PA18	58
	Tri Paces/Caribbean/Colt PA22	32
	Pawnee PA25	6
	Cherokee PA28	182
	Cub Trainer J2 & J3	12
	Club Coupe J4	1
Luscombe	Observer	1
Stinson	ST10	1
	ST75	5
Taylorcraft	TA1	1
Group C — Total — Groupe C		972
Fixed-Wing — Total - Voilure fixe		2,526

Table 5. Helicopters

Tableau 5. Hélicoptères

Manufacturer — Constructuer	Model — Type	Number — Nombre
Group A — Groupe A		
Sikorsky	HS61	2
Group A — Total — Groupe A		2

Table 5. Helicopters - Concluded

Tableau 5. Hélicoptères - fin

Manufacturer — Constructeur	Model — Type	Number — Nombre
Group B — Groupe B		
Bell	204-205	13
Republic	Alouette II	6
	Alouette III	1
Sikorsky	S55	10
	S58	2
Boeing-Vertol	HV42	2
	HV44	1
Group B — Total — Groupe B		35
Group C — Groupe C		
Brantly	HBR2	1
Bell	Jet Ranger HB4	45
	47	230
Hiller	Raven HH12	33
	FH1100 HH5	5
Republic	Alouette II	6
Hughes	500	9
	HU69	23
Group C — Total — Groupe C		352
Helicopters — Total — Hélicoptères		389
Fixed-Wing and Helicopters — Total — Avions à voilure fixe et hélicoptères		2,915

Table 6. Canadian Commercial Air Carrier Fleet by Type of Power Plant

Tableau 6. Répartition, suivant le mode de propulsion, du material volant des transporteurs aériens commerciaux du Canada

Year — Année	Total A/C in fleet — Nombre total d'appareils	Fixed-wing aircraft — Avions à voilure fixe				Helicopters — Hélicoptères		
		Turbo jet — Turbo réacteur	Turbo prop — Turbo propulseur	Piston engine — Moteur à pistons	Total	Turbine	Piston engine — Moteur à pistons	Total
1964	2,043	20	79	1,726	1,825	1	217	218
1965	2,157	21	75	1,801	1,897	5	255	260
1966	2,371	29	77	1,971	2,077	14	280	294
1967	2,605	40	80	2,155	2,275	23	307	330
1968	2,763	70	94	2,255	2,419	60	284	344
1969(1) (Jan. — Janv.)	2,730	83	96	2,227	2,406	63	261	324
1970(1) (Jan. — Janv.)	2,826	105	100	2,277	2,482	66	278	344
1970(1) (July — Juillet) ..	2,986	98	97	2,372	2,597	84	305	389
1970(1) (October — Octobre)	2,945	122	100	2,332	2,554	80	311	391
1971(1) (Jan. — Janv.)	2,915	123	99	2,304	2,526	81	308	389

(1) Figures are as of July 15 except where otherwise indicated. — Les nombres sont ceux du 15 juillet sauf ceux qui sont indiqués autrement.

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January 1971 Janvier

Preliminary

Aircraft Movement Statistics for the month of January 1971 Airports with DOT Air Traffic Control Towers

This brief review refers to aircraft movements at those airports where Air Traffic Control Towers are operated by the Ministry of Transport. The statistics relate to 46 of those airports operating this month compared with 45 in January 1970.

Total aircraft movements during January 1971 were 256,261 compared with 288,968 in January 1970; this represents a decrease of 32,707 or 11.3% this month over January last year. Itinerant movements moved down this month to 114,359 which was 9,729 or 7.8% lower than in January the year before when 124,088 were recorded. Local movements were down to 133,825 in January 1971, 20,523 or 13.3% fewer local movements than the 154,348 during the same month last year. Simulated approches which were 10,532 in January 1970 moved lower in January this year to 8,077 a decrease of 2,455 or 23.3%

Direct inquiries to Ministry of Transport, Ottawa, Ontario. Attention: Aviation Statistics Centre, (DBS) Mr. J. Bekooy (Telephone 992-2957).

Préliminaire

Statistiques relatives au mouvement des aéronefs pour janvier 1971 Aéroports avec tour de contrôle du ministère des Transports

Dans ce sommaire, on ne considère comme mouvements d'aéronefs que les mouvements enregistrés par une tour de contrôle du ministère des Transports. Il ne faut pas oublier, en consultant ces statistiques, qu'il y avait 46 aéroports en janvier 1971 contre 45 en janvier 1970.

En janvier 1971, le nombre total de mouvements d'aéronefs a été de 256,261, soit 32,707 ou 11.3 p. 100 de moins qu'en janvier 1970 (288,968). Le nombre de mouvements itinérants a été de 114,359, soit 9,729 ou 7.8 p. 100 de moins qu'en janvier 1970 (124,088). Le nombre de mouvements locaux est tombé à 133,825 soit une diminution de 20,523 ou 13.3 p. 100 par rapport aux 154,348 mouvements enregistrés en janvier 1970. Le nombre d'approches simulées a été de 8,077 soit 2,455 ou 23.3 p. 100 de moins qu'en janvier 1970 (10,532).

Pour obtenir de plus amples renseignements, s'adresser à M. J. Bekooy du Centre des statistiques de l'aviation (BFS) ministère des Transports, Ottawa 4 (Ontario). (Téléphone 992-2957).

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Produced by the Aviation Statistics Centre, Transportation and Public Utilities Division, Dominion Bureau of Statistics, on behalf of the Ministry of Transport and the Canadian Transport Commission
Rédigé par le Centre des statistiques de l'aviation, Division des transports et des services d'utilité publique, Bureau fédéral de la statistique, pour le Ministère des Transports et la Commission canadienne des transports

Airports with Department of Transport Towers
Total Aircraft Movements by Class of Operation, January 1971

Aéroports avec tours de contrôle du ministère des Transports
Total des mouvements d'aéronefs, par classe de vol, janvier 1971

Airports — Aéroports	Total Jan. 1970	January 1971 Janvier							
		Total	Rank — Rang	Itinerant — Itinérant	Rank — Rang	Local — Locaux	Rank — Rang	Simulated approaches — Approches simulées	Rank — Rang
Abbotsford	7,150	3,835		1,457		2,296		82	
Baie Comeau	2,334	2,200		1,248		952		—	
Brandon	4,381	2,524		989		1,514		21	
Buttonville	13,179	11,906	7	3,175	9	8,631	3	100	
Calgary International	13,974	10,702	8	5,245	6	5,086	8	371	7
Cartierville	1,148	166		134		32		—	
Edmonton Industrial	9,658	9,193	10	4,452	7	4,624	9	117	
Edmonton International	4,102	3,630		1,884		1,050		696	5
Fort St. John	1,110	1,062		952		100		10	
Fredericton	3,170	3,502		1,817		1,628		57	
Gander International	5,158	1,800		1,058		670		72	
Halifax International	5,688	5,420		2,537		2,798		85	
Hamilton City	11,698	13,620	5	2,562		10,378	2	680	6
Kamloops	2,389	1,544		879		664		1	
Lethbridge	2,336	2,675		811		1,800		64	
London	5,533	6,452		2,214		4,114		124	
Moncton	8,498	6,888		2,279		4,309	10	300	8
Montreal International	19,680	17,789	1	11,066	2	5,741	7	982	3
North Bay	4,349	3,001		1,417		1,486		98	
Oshawa	4,159	5,605		1,644		3,932		29	
Ottawa International	13,931	14,131	4	6,069	5	6,952	5	1,110	2
Penticton	1,961	1,563		590		966		7	
Pitt Meadows	9,939	5,018		1,530		3,474		14	
Port Hardy	1,205	948		672		274		2	
Prince George	948	1,834		831		1,003		—	
Quebec	7,079	5,026		3,040	10	1,893		93	
Regina	4,516	4,207		1,738		2,400		69	
Saint John	2,658	1,614		1,093		462		59	
St. Andrews	8,019	8,166		1,444		6,722	6	—	
St. Hubert	21,927	14,903	3	3,503	8	11,109	1	191	9
St. John's	1,815	2,582		978		1,596		8	
Saskatoon	4,435	3,986		2,054		1,884		48	
Sault Ste. Marie	—	1,779		534		1,206		19	
Sept-Iles	2,317	2,877		1,633		1,205		39	
Springbank	4,088	4,057		801		3,256		—	
Sydney	686	665		598		46		21	
Thunder Bay	2,406	3,460		1,501		1,857		102	
Toronto International	16,695	17,035	2	12,218	1	2,587		1,280	1
Toronto Island	11,653	10,066	9	2,350		7,716	4	—	
Vancouver International	10,973	7,475		6,443	4	928		104	
Victoria International	8,203	6,093		2,487		3,468		138	10
Wabush	1,012	581		578		—		3	
Waterloo-Wellington	5,130	5,502		1,702		3,701		99	
Whitehorse	2,867	1,988		621		1,356		12	
Windsor	3,079	5,015		1,937		3,024		54	
Winnipeg International	11,732	12,125	6	8,474	3	2,935		716	4
1971 towers 46 tours		256,261		114,359		133,825		8,077	
1970 towers 45 tours		288,968		124,088		154,348		10,532	

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March 1971 Mars
Preliminary — Préliminaire

Airport Activity

This bulletin is another of a series in which data for the current year will be compared to that for the same period last year, at twenty-five of the top airports in Canada.

In this instance the period covered is the first half of 1969 and 1970.

A strike which closed down Air Canada's operations from April 21 until May 20, 1969 had a significant impact on the 1969 figures.

Increased effort is being expended to improve the timeliness of Airport Activity data. We experienced more difficulty than usual in securing reports from some of the participating carriers during 1970 due to amalgamations, mergers and changes in carrier reporting practices. The implementation in 1970 of the International Air Charter Statistics publication (Cat. No. 51-003) contributed further to our temporary loss in timeliness. We hope to be able to release third quarter data within approximately six weeks.

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Activité des aéroports

Le présent bulletin est un autre dans une série qui contiendra les données de l'année en cours et de l'année précédente sur l'activité de vingt-cinq des plus importants aéroports du Canada.

La présent édition porte sur la première moitié des années 1969 et 1970.

Une gréve qui a interrompu l'exploitation d'Air Canada du 21 avril ou 20 mai, 1969, a eu une grande répercussion sur les résultats de 1969.

Nous déployons des efforts encore plus considérables pour accroître l'actualité de nos statistiques sur l'activité des aéroports. Nous avons eu plus de difficultés que d'ordinaire à obtenir les déclarations de quelques-uns des transporteurs enquêtés en 1970, à cause de fusions de sociétés et de changements dans les méthodes de déclaration des transporteurs. Le lancement en 1970 de la Statistique internationale des affrètements aériens (n° 51-003 au catalogue) a également retardé le reste de nos travaux. Nous comptons bien publier la statistique du troisième trimestre d'ici six semaines environ.

Adresser toute demande de renseignements sur les données du présent bulletin au Centre des statistiques de l'aviation, (B.F.S.), Ottawa 4, Ontario. Attention: M. G.C. Coleman ou M. W. Burr, (Téléphone 613-992-2332 ou 996-4728).

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8705-501

Produced by the Aviation Statistics Centre, Transportation and Public Utilities Division, Dominion Bureau of Statistics, on behalf of the Ministry of Transport and the Canadian Transport Commission
Rédigé par le Centre des statistiques de l'aviation, Division des transports et des services d'utilité publique, Bureau fédéral de la statistique, pour le Ministère des Transports et la Commission canadienne des transports

Explanatory Notes - Airport Activity Tables

1. The data refers to regularly scheduled international and mainline domestic flights. Data concerning charter flights have not been included in the tables.

2. The data concerning international flights were collected on a census basis. Data concerning domestic flights were collected on a mixed 15 per cent sample and census basis. The sample is such that each day of the week is sampled twice each quarter, and there is at least one sample day in each week.

3. Cargo has been considered as express and freight.

4. The tables will not balance horizontally within the traffic categories which are "Domestic", "Transborder", and "Other International". This is because the intransit load may arrive at a station under one category, and depart under another. The traffic categories are derived by allocating the traffic according to the last stop made before arrival and the next stop planned after departure. For example, consider a flight from Calgary to London, England via Winnipeg. The arrival at Winnipeg, from Calgary would be classed as a "Domestic" arrival, and the departure from Winnipeg to London, England would be considered an "Other International" departure.

5. At airports where flight numbers changed, all traffic on board was reported deplaned as well as arrived.

6. All flights to and from Alaska have been considered under the category "International, Transborder". Beginning with 1968 data, flights to and from Hawaii have been included under the traffic category "International, Transborder".

Notes - explicatives - Tableaux de l'activité des aéroports

1. Les données ont trait aux vols réguliers sur les lignes internationales et sur les grandes lignes intérieures. Les données sur les affrètements ne sont pas comprises dans les tableaux.

2. Les données sur les vols internationaux ont été recueillies par voie de recensement. Les données sur les vols intérieurs ont été réunies à partir d'un échantillon de 15 p. 100 et d'un recensement. L'échantillon est choisi de façon à ce que chaque jour de la semaine soit observé deux fois par trimestre et qu'il y ait au moins un jour-échantillon par semaine.

3. Les "marchandises" comprennent les messageries et le fret.

4. Il peut y avoir absence de concordance dans les lignes horizontales des rubriques "vols intérieurs", "vols transfrontaliers" et "autres vols internationaux" car ces vols peuvent changer de catégorie lors d'une escale. Les catégories sont établies, selon le cas, en fonction du dernier arrêt avant l'atterrissage ou du premier arrêt après le départ. Prenons l'exemple d'un vol Calgary-Londres avec escale à Winnipeg. Le vol Calgary-Winnipeg serait classé comme "vol intérieur", et le trajet Winnipeg-Londres comme "autre vol international".

5. Lorsque le numéro de vol est modifié à un aéroport, le contenu de l'aéronef (voyageurs et cargaison) est considéré comme étant arrivé à destination et débarqué.

6. Tous les vols en provenance et à destination de l'Alaska entrent dans la catégorie "vols transfrontaliers". Depuis 1968, les données sur les vols en provenance ou à destination des îles Hawaii sont comprises dans la même catégorie.

MONTREAL INTERNATIONAL AIRPORT -- AÉROPORT INTERNATIONAL DE MONTREAL

Scheduled International and Mainline Domestic Traffic

Trafic international à horaire fixe et trafic intérieur de ligne principale

Period covered - - période	Arriving load - - Charge à l'arrivée			Deplaned load - - Charge débarquée			Enplaned load - - Charge embarquée			Departing load - - Charge au départ		
January 1 to June 30 -- 1er janvier au 30 juin	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises
		thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres	
Domestic -- Intérieur:												
1969	554,577	5,340.2	16,901.2	487,046	4,714.9	12,033.7	517,278	5,873.6	27,366.0	583,974	6,549.5	33,637.2
1970	756,455	5,800.1	19,581.8	666,593	5,049.5	15,524.2	654,620	6,044.0	30,902.7	745,830	6,795.8	37.213.8
% change -- variation %	36.4	8.6	15.9	36.9	7.1	29.0	26.6	2.9	12.9	27.7	3.8	10.6
International:												
Transborder -- Transfrontalier:												
1969	317,683	1,235.1	13,674.4	288,593	1,192.0	6,885.2	275,605	319.1	4,902.8	304,075	541.2	12,870.1
1970	321,073	1,020.5	13,948.2	288,078	1,002.0	8,146.8	279,215	327.7	3,760.8	310,545	736.1	13,098.6
% change -- variation %	1.1	— 17.4	2.0	— 0.2	— 15.9	18.3	1.3	2.7	— 23.3	2.1	36.0	1.8
Other -- Autre:												
1969	190,659	1,676.5	43,795.6	135,594	1,257.4	30,858.8	120,915	1,020.8	9,964.2	177,435	1,210.3	20,319.2
1970	228,206	2,065.4	46,960.1	161,408	1,419.7	31,631.5	154,388	981.1	9,037.3	221,503	1,235.7	18,576.1
% change -- variation %	19.7	23.2	7.2	19.0	12.9	2.5	27.7	— 3.9	— 9.3	24.8	2.1	— 8.6
Total International:												
1969	508,342	2,911.6	57.470.0	424,187	2,449.4	37,744.0	396,520	1,339.9	14,867.0	481,510	1,751.5	33,189.3
1970	549,279	3,085.9	60.908.3	449,486	2,421.7	39,778.3	443,603	1,308.8	12,798.1	532,048	1,971.8	31,674.7
% change -- variation %	8.1	6.0	6.0	6.0	— 1.1	5.4	11.9	— 2.3	— 13.9	10.5	12.6	— 4.6
All services -- Tous les services:												
1969	1,062,919	8,251.8	74,371.2	911,233	7,164.3	49,777.7	913,798	7,213.5	42,233,0	1,065,484	8,301.0	66,826.5
1970	1,305,734	8,886.0	80,490.1	1,116,079	7,471.2	55,302.5	1,088,223	7,352.8	43,700.8	1,277.878	8,767.6	68,888.5
% change -- variation %	22.8	7.7	8.2	22.5	4.3	11.1	19.1	1.9	3.5	19.9	5.6	3.1

Note: Additions for mail and cargo may not balance due to rounding.

Nota: Les additions du courrier et des marchandises peuvent être inexactes parce que les chiffres sont arrondis.

TORONTO INTERNATIONAL AIRPORT -- AÉROPORT INTERNATIONAL DE TORONTO

Scheduled International and Mainline Domestic Traffic

Trafic international à horaire fixe et trafic intérieur de ligne principale

Period covered - - période	Arriving load - - Charge à l'arrivée			Deplaned load - - Charge débarquée			Enplaned load - - Charge embarquée			Departing load - - Charge au départ		
January 1 to June 30 -- 1er janvier au 30 juin	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises
		thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres	
Domestic -- Intérieur:												
1969	767,079	7,841.0	33,341.6	677,120	5,959.7	24,897.2	673,967	7,446.3	22,322.5	764,962	9,171.5	30,779.5
1970	962,594	8,354.6	37,689.2	866,266	6,637.5	30,401.4	866,506	7,850.9	30,311.7	966,919	9,440.7	38,047.6
% change -- variation %	25.5	6.6	13.0	27.9	11.4	22.1	28.6	5.4	35.8	26.4	2.9	23.6
International:												
Transborder -- Transfrontalier:												
1969	468,469	2,224.8	15,263.7	457,520	2,202.7	14,554.6	434,187	492.3	5,201.3	444,115	520.2	5,458.5
1970	493,589	2,552.9	20,324.9	482,443	2,525.1	19,305.4	458,236	509.7	5,857.7	468,316	547.6	6,163.7
% change -- variation %	5.4	14.7	33.2	5.4	14.6	32.6	5.5	3.5	12.6	5.4	5.3	12.9
Other -- Autre:												
1969	98,150	313.9	3,537.1	90,278	288.4	3,461.5	76,899	291.6	3,157.4	84,756	467.3	3,672.2
1970	124,465	388.6	4,310.3	115,447	356.8	4,109.5	101,555	428.5	3,627.9	107,554	577.4	4,094.3
% change -- variation %	26.8	23.8	21.9	27.9	23.7	18.7	32.1	46.9	14.9	26.9	23.6	11.5
Total International:												
1969	566,619	2,538.7	18,800.8	547,798	2,491.1	18,016.1	511,086	783.9	8,358.7	528,871	987.5	9,130.7
1970	618,054	2,941.5	24,635.5	597,890	2,881.9	23,414.9	559,791	938.2	9,485.6	575,870	1,125.0	10,258.0
% change -- variation %	9.1	15.9	31.0	9.1	15.7	30.0	9.5	19.7	13.5	8.9	13.9	12.3
All services -- Tous les services:												
1969	1,333,698	10,379.7	52,142.4	1,224,918	8,450.8	42,913.3	1,185,053	8,230.2	30,681.2	1,293,833	10,159.0	39,910.2
1970	1,580,648	11,29.61	62,324.4	1,464,156	9,519.4	53,816.3	1,426,297	8,789.1	39,797.3	1,542,789	10,565.7	48,305.6
% change -- variation %	18.5	8.8	19.5	19.5	12.6	25.4	20.4	6.8	29.7	19.2	4.0	21.0

Note: Additions for mail and cargo may not balance due to rounding.
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Scheduled International and Mainline Domestic Traffic

Trafic international à horaire fixe et trafic intérieur de ligne principale

Period covered - - période	Arriving load - - Charge à l'arrivée			Deplaned load - - Charge débarquée			Enplaned load - - Charge embarquée			Departing load - - Charge au départ		
January 1 to -- 1er janvier au June 30 / 30 juin	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises
		thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres	
Domestic -- Intérieur:												
1969	351,031	3,247.8	10,073.7	348,224	3,136.4	10,039.6	362,412	3,222.9	12,249.7	365,306	3,334.5	12,291.0
1970	443,134	3,388.4	13,143.2	441,919	3,383.9	13,119.3	441,222	3,110.7	14,838.8	443,020	3,114.8	14,877.3
% change -- variation %	26.2	4.3	30.5	26.9	7.9	30.7	21.7	- 3.5	21.1	21.3	- 6.6	21.0
International:												
Transborder -- Transfrontalier:												
1969	137,803	704.9	3,107.8	136,951	704.9	2,995.3	124,060	330.9	1,066.0	126,212	333.1	1,261.4
1970	145,972	708.7	4,151.4	144,480	708.7	4,111.2	133,552	537.8	1,121.9	135,018	538.1	1,185.6
% change -- variation %	5.9	0.5	33.6	5.5	0.5	37.3	7.7	62.5	5.2	7.0	61.5	- 6.0
Other -- Autre:												
1969	18,123	316.2	1,310.2	16,736	313.8	1,220.2	9,396	127.0	399.6	9,396	127.0	399.7
1970	17,757	546.9	1,170.3	17,200	546.9	1,132.1	11,286	107.3	504.6	11,286	107.3	504.6
% change -- variation %	- 2.0	73.0	- 10.7	2.8	74.3	- 7.2	20.1	- 15.5	26.3	20.1	- 15.5	26.2
Total International:												
1969	155,926	1,021.1	4,418.0	153,687	1,018.7	4,215.5	133,456	457.9	1,465.6	135,608	460.1	1,661.0
1970	163,729	1,255.6	5,321.7	161,680	1,255.6	52,43.3	144,838	645.1	1,626.5	146,304	645.4	1,690.2
% change -- variation %	5.0	23.0	20.5	5.2	23.3	24.4	8.5	40.9	11.0	7.9	40.3	1.8
All services -- Tous les services:												
1969	506,957	4,268.9	14,491.8	501,911	4,155.1	14,255.1	495,868	3,680.8	13,715.3	500,914	3,794.6	13,952.0
1970	606,863	4,644.0	18,464.9	603,599	4,639.5	18,362.6	586,060	3,755.8	16,465.3	589,324	3,760.2	16,567.5
% change -- variation %	19.7	8.8	27.4	20.3	11.7	28.8	18.2	2.0	20.1	- 17.7	- 0.9	18.7

Note: Additions for mail and cargo may not balance due to rounding.
Nota: Les additions du courrier et des marchandises peuvent être inexactes parce que les chiffres sont arrondis.

WINNIPEG INTERNATIONAL AIRPORT -- AÉROPORT INTERNATIONAL DE WINNIPEG

Scheduled International and Mainline Domestic Traffic

Trafic international à horaire fixe et trafic intérieur de ligne principale

Period covered - - période	Arriving load - - Charge à l'arrivée			Deplaned load - - Charge débarquée			Enplaned load - - Charge embarquée			Departing load - - Charge au départ		
January 1 to -- 1er janvier au June 30 30 juin	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises
		thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres	
Domestic -- Intérieur:												
1969	308,199	4,562.5	13,258.3	213,987	2,747.3	6,684.2	213,426	2,385.7	5,703.5	307,953	4,206.5	12,313.8
1970	339,409	4,950.6	14,457.3	253,957	3,017.1	9,498.8	257.599	2,543.0	7,121.3	344,171	4,485.6	12,162.0
% change -- variation %	10.1	8.5	9.0	18.7	9.8	42.1	20.7	6.6	24.9	11.8	6.6	- 1.2
International:												
Transborder -- Transfrontalier:												
1969	30,842	447.8	1,282.3	30,842	447.8	1,282.3	30,379	85.8	207.0	30,379	85.8	207.0
1970	31,232	488.4	1,384.6	31,232	488.4	1,384.6	29,662	70.4	303.4	29,662	70.4	303.4
% change -- variation %	1.3	9.1	8.0	1.3	9.1	8.0	- 2.4	- 18.0	46.6	- 2.4	- 18.0	46.6
Other -- Autre:												
1969	2,743	15.5	99.2	1,228	4.5	50.0	1,148	2.0	9.8	2,348	7.2	22.7
1970	6,029	21.8	162.1	2,745	4.1	50.2	2,391	2.3	3.9	4,555	11.0	33.5
% change -- variation %	119.8	40.6	63.4	123.5	- 8.9	0.4	108.3	15.0	- 60.2	94.0	52.8	47.6
Total International:												
1969	33,585	463.3	1,381.5	32,070	452.3	1,332.4	31,527	87.8	216.8	32,727	93.0	229.7
1970	37,261	510.2	1,546.7	33,977	492.5	1,434.8	32,053	72.7	307.3	34,217	81.4	336.9
% change -- variation %	10.9	10.1	12.0	5.9	8.9	7.7	1.7	- 17.2	41.7	4.6	- 12.5	46.7
All services -- Tous les services:												
1969	341,784	5,025.8	14,639.8	246,057	3,199.6	8,016.6	244,953	2,473.5	5,920.3	340,680	4,299.5	12,543.5
1970	376,670	5,460.8	16,004.0	287,934	3,509.6	10,933.6	289,652	2,615.7	7,428.6	378,388	4,567.0	12,498.9
% change -- variation %	10.2	8.7	9.3	17.0	9.7	13.6	18.2	5.7	25.5	11.1	6.2	- 0.4

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Aviation Statistics Centre/Centre des statistiques de l'aviation

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March 1971 Mars

Airport Activity

This bulletin is another of a revised series in which data for the current year will be compared to that for the same period last year, at some of the top airports in Canada.

In this instance the periods covered are the first six months of 1969 and 1970.

A strike, which closed down Air Canada's operations from April 21, to May 20, 1969 had a significant impact on the 1969 figures.

Increased effort is being expended to improve the timeliness of Airport Activity data. We experienced more difficulty than usual in securing reports from some of the participating carriers during 1970 due to amalgamations, mergers and changes in carrier reporting practices. The implementation in 1970 of the International Air Charter Statistics publication (Cat. No. 51-003) contributed further to our temporary loss in timeliness. We hope to be able to release third quarter data within approximately six weeks.

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Nous déployons des efforts encore plus considérables pour accroître l'actualité de nos statistiques sur l'activité des aéroports. Nous avons eu plus de difficultés que d'ordinaire à obtenir les déclarations de quelques-uns des transporteurs enquêtés en 1970, à cause de fusions de sociétés et de changements dans les méthodes de déclaration des transporteurs. Le lancement en 1970 de la Statistique internationale des affrètements aériens (nº 51-003 au catalogue) a également retardé le reste de nos travaux. Nous comptons bien publier la statistique du troisième trimestre d'ici six semaines environ.

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Produced by the Aviation Statistics Centre, Transportation and Public Utilities Division, Dominion Bureau of Statistics, on behalf of the Ministry of Transport and the Canadian Transport Commission

Rédigé par le Centre des statistiques de l'aviation, Division des transports et des services d'utilité publique, Bureau fédéral de la statistique, pour le Ministère des Transports et la Commission canadienne des transports

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2. The data concerning international flights were collected on a census basis. Data concerning domestic flights were collected on a mixed 15 per cent sample and census basis. The sample is such that each day of the week is sampled twice each quarter, and there is at least one sample day in each week.

3. Cargo has been considered as express and freight.

4. The tables will not balance horizontally within the traffic categories which are "Domestic", "Transborder", and "Other International". This is because the intransit load may arrive at a station under one category, and depart under another. The traffic categories are derived by allocating the traffic according to the last stop made before arrival and the next stop planned after departure. For example, consider a flight from Calgary to London, England via Winnipeg. The arrival at Winnipeg, from Calgary would be classed as a "Domestic" arrival, and the departure from Winnipeg to London, England would be considered an "Other International" departure.

5. At airports where flight numbers changed, all traffic on board was reported deplaned as well as arrived.

6. All flights to and from Alaska have been considered under the category "International, Transborder". Beginning with 1968 data, flights to and from Hawaii have been included under the traffic category "International, Transborder".

Notes - explicatives - Tableaux de l'activité des aéroports

1. Les données ont trait aux vols réguliers sur les lignes internationales et sur les grandes lignes intérieures. Les données sur les affrètements ne sont pas comprises dans les tableaux.

2. Les données sur les vols internationaux ont été recueillies par voie de recensement. Les données sur les vols intérieurs ont été réunies à partir d'un échantillon de 15 p. 100 et d'un recensement. L'échantillon est choisi de façon à ce que chaque jour de la semaine soit observé deux fois par trimestre et qu'il y ait au moins un jour-échantillon par semaine.

3. Les "marchandises" comprennent les messageries et le fret.

4. Il peut y avoir absence de concordance dans les lignes horizontales des rubriques "vols intérieurs", "vols transfrontaliers" et "autres vols internationaux" car ces vols peuvent changer de catégorie lors d'une escale. Les catégories sont établies, selon le cas, en fonction du dernier arrêt avant l'atterrissage ou du premier arrêt après le départ. Prenons l'exemple d'un vol Calgary-Londres avec escale à Winnipeg. Le vol Calgary-Winnipeg serait classé comme "vol intérieur", et le trajet Winnipeg-Londres comme "autre vol international".

5. Lorsque le numéro de vol est modifié à un aéroport, le contenu de l'aéronef (voyageurs et cargaison) est considéré comme étant arrivé à destination et débarqué.

6. Tous les vols en provenance et à destination de l'Alaska entrent dans la catégorie "vols transfrontaliers". Depuis 1968, les données sur les vols en provenance ou à destination des îles Hawaii sont comprises dans la même catégorie.

CALGARY INTERNATIONAL AIRPORT - - AÉROPORT INTERNATIONAL DE CALGARY

Scheduled International and Mainline Domestic Traffic

Trafic international à horaire fixe et trafic intérieur de ligne principale

Period covered - - période	Arriving load - - Charge à l'arrivée			Deplaned load - - Charge débarquée			Enplaned load - - Charge embarquée			Departing load - - Charge au départ		
January 1 to June 30 / 1er janvier au 30 juin	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises
		thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres	
Domestic -- Intérieur:												
1969	266,396	2,202.1	7,737.0	204,967	1,362.6	3,894.3	205,526	1,141.4	1,274.8	267,175	1,949.5	5,091.0
1970	346,928	2,223.1	9,758.7	259,149	1,360.6	5,019.3	252,109	1,094.2	2,121.1	339,110	1,923.9	6,803.5
% change -- variation %	30.2	1.0	26.1	26.4	- 0.2	28.9	22.7	- 4.1	66.4	26.9	- 1.3	33.6
International:												
Transborder -- Transfrontalier:												
1969	28,788	246.5	1,030.3	28,054	245.5	981.2	27,276	54.0	199.3	27,276	54.0	199.3
1970	29,729	235.0	1,242.2	29,381	233.2	1,211.5	25,774	67.8	179.0	25,774	67.8	179.0
% change -- variation %	3.3	- 4.7	20.6	4.7	- 5.0	23.5	- 5.5	25.6	- 10.2	- 5.5	25.6	- 10.2
Other -- Autre:												
1969	2,886	6.7	90.4	1,227	0.1	17.9	1,280	1.2	3.6	3,183	40.4	151.7
1970	2,483	4.3	83.4	909	0.2	9.7	1,600	1.6	3.1	4,300	40.3	164.4
% change -- variation %	- 31.7	- 35.8	- 7.8	- 25.9	100.0	- 45.8	25.0	33.3	- 13.9	35.1	- 0.3	8.4
Total International:												
1969	31,674	253.2	1,120.7	29,281	245.6	999.1	28,556	55.2	202.9	30,459	94.4	351.0
1970	32,212	239.3	1,325.6	30,290	233.4	1,221.2	27,374	69.4	182.1	30,074	108.1	343.4
% change -- variation %	1.7	- 5.5	18.3	3.4	- 5.0	22.2	- 4.1	25.7	- 10.3	- 1.3	14.5	- 2.2
All services -- Tous les services:												
1969	298,070	2,455.3	8,857.7	234,248	1,608.2	4,893.4	233,812	1,196.6	1,477.7	297,634	2,043.9	5,442.0
1970	379,140	2,462.4	11,084.3	289,439	1,594.0	6,240.5	279,483	1,163.6	2,303.2	369,184	2,032.0	7,146.9
% change -- variation %	27.2	0.3	25.1	23.6	- 0.9	27.5	19.5	- 2.8	55.9	- 7.2	- 0.6	31.8

Note: Additions for mail and cargo may not balance due to rounding.
Nota: Les additions du courrier et des marchandises peuvent être inexactes parce que les chiffres sont arrondis.

EDMONTON INTERNATIONAL AIRPORT - - AÉROPORT INTERNATIONAL D'EDMONTON

Scheduled International and Mainline Domestic Traffic

Trafic international à horaire fixe et trafic intérieur de ligne principale

Period covered - - période January 1 to June 30 - - 1er janvier au 30 juin	Arriving load - - Charge à l'arrivée			Deplaned load - - Charge débarquée			Enplaned load - - Charge embarquée			Departing load - - Charge au départ		
	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises
		thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres	
Domestic -- Intérieur:												
1969	148,536	2,869.3	7,770.6	111,158	1,351.5	3,708.0	114,036	1,186.2	1,393.2	151,543	2,697.3	5,408.7
1970	191,208	3,494.6	11,915.7	142,636	1,731.1	5,823.8	140,789	1,372.3	1,832.8	190,736	3,136.0	7,947.0
% change -- variation %	28.7	21.8	53.3	28.3	28.1	57.1	23.5	15.7	31.6	25.9	16.3	46.9
International:												
Transborder -- Transfrontalier:												
1969	—	—	—	—	—	—	—	—	—	—	—	—
1970	—	—	—	—	—	—	—	—	—	—	—	—
% change -- variation %	—	—	—	—	—	—	—	—	—	—	—	—
Other -- Autre:												
1969	6,378	11.6	204.7	2,288	1.2	45.9	2,179	3.8	28.4	6,140	21.1	234.3
1970	8,490	16.7	239.9	2,580	3.3	38.0	2,306	3.4	9.2	6,841	16.5	188.8
% change -- variation %	33.1	44.0	17.2	12.8	175.0	- 17.2	5.8	- 10.5	- 67.6	11.4	- 21.8	- 19.4
Total International:												
1969	6,378	11.6	204.7	2,288	1.2	45.9	2,179	3.8	28.4	6,140	21.1	234.3
1970	8,490	16.7	239.9	2,580	3.3	38.0	2,306	3.4	9.2	6,841	16.5	188.8
% change -- variation %	33.1	44.0	17.2	12.8	175.0	- 17.2	5.8	- 10.5	- 67.6	11.4	- 21.8	- 19.4
All services -- Tous les services:												
1969	154,914	2,880.9	7,975.3	113,446	1,352.7	3,753.9	116,215	1,190.0	1,421.6	157,683	2,718.4	5,643.0
1970	199,698	3,511.3	12,155.6	145,216	1,734.4	5,861.8	143,095	1,375.7	1,842.0	197,577	3,152.5	8,135.8
% change -- variation %	28.9	21.9	52.4	28.0	28.2	56.2	23.1	15.6	29.6	25.3	16.0	44.2

Note: Additions for mail and cargo may not balance due to rounding.
Nota: Les additions du courrier et des marchandises peuvent être inexactes parce que les chiffres sont arrondis.

Scheduled International and Mainline Domestic Traffic

Trafic international à horaire fixe et trafic intérieur de ligne principale

Period covered - - période	Arriving load - - Charge à l'arrivée			Deplaned load - - Charge débarquée			Enplaned load - - Charge embarquée			Departing load - - Charge au départ		
January 1 to June 30 / 1er janvier au 30 juin	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises
		thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres	
Domestic -- Intérieur:												
1969	35,406	633.4	1,815.5	12,079	133.1	390.9	12,778	71.3	209.1	36,297	603.4	1,691.7
1970	49,366	827.3	2,437.1	17,380	67.1	705.1	16,825	83.3	444.7	48,639	841.3	2,205.2
% change -- variation %	39.4	24.7	34.2	43.9	– 49.6	80.4	31.7	16.8	112.7	34.0	39.4	30.4
International:												
Transborder -- Transfrontalier:												
1969	–	–	–	–	–	–	–	–	–	–	–	–
1970	–	–	–	–	–	–	–	–	–	–	–	–
% change -- variation %	–	–	–	–	–	–	–	–	–	–	–	–
Other -- Autre:												
1969	3,074	4.6	184.5	1,390	1.9	7.3	1,448	0.1	1.8	2,940	0.9	121.1
1970	4,978	1.3	109.6	1,888	1.0	10.8	2,056	–	0.3	5,318	2.4	70.7
% change -- variation %	61.9	– 71.7	– 40.6	35.8	– 47.4	47.9	42.0	– 100.0	– 83.3	80.9	166.7	– 41.6
Total International:												
1969	3,074	4.6	184.5	1,390	1.9	7.3	1,448	0.1	1.8	2,940	0.9	121.1
1970	4,978	1.3	109.6	1,888	1.0	10.8	2,056	–	0.3	5,318	2.4	70.7
% change -- variation %	61.9	– 71.7	– 40.6	35.8	– 47.4	47.9	42.0	– 100.0	– 83.3	80.9	166.7	– 41.6
All services -- Tous les services:												
1969	38,480	668.0	2,000.0	13,469	135.0	398.2	14,226	71.4	210.9	39,237	604.3	1,812.8
1970	54,344	828.6	2,546.7	19,268	68.1	715.9	18,881	83.3	445.0	53,957	843.7	2,275.9
% change -- variation %	41.2	24.0	27.3	43.1	– 49.6	79.8	32.7	16.7	111.0	37.5	39.6	25.5

Note: Additions for mail and cargo may not balance due to rounding.
Nota: Les additions du courrier et des marchandises peuvent être inexactes parce que les chiffres sont arrondis.

HALIFAX INTERNATIONAL AIRPORT - - AÉROPORT INTERNATIONAL D'HALIFAX

Scheduled International and Mainline Domestic Traffic

Trafic international à horaire fixe et trafic intérieur de ligne principale

Period covered - - période	Arriving load - - Charge à l'arrivée			Deplaned load - - Charge débarquée			Enplaned load - - Charge embarquée			Departing load - - Charge au départ		
January 1 to June 30 / 1er janvier au 30 juin	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises
		thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres	
Domestic -- Intérieur:												
1969	120,934	1,144.0	4,321.0	94,449	728.5	2,662.8	90,548	520.1	1,936.4	117,321	931.0	3,634.6
1970	172,606	1,413.4	5,367.5	138,422	970.5	3,590.2	134,736	589.2	2,735.9	169,196	1,029.6	4,656.8
% change -- variation %	42.7	23.5	24.2	46.6	33.2	34.8	48.8	13.3	41.3	44.2	10.6	28.1
International:												
Transborder -- Transfrontalier:												
1969	9,248	9.2	151.8	8,949	8.0	149.3	8,091	23.0	36.5	8,091	23.0	36.5
1970	12,587	11.1	341.5	12,294	10.9	341.2	10,195	2.2	68.9	10,333	2.3	68.9
% change -- variation %	36.1	20.7	125.0	37.4	36.3	128.5	26.0	- 90.4	88.8	27.7	- 90.4	88.8
Other -- Autre:												
1969	4,228	2.9	122.0	3,911	1.7	62.9	3,583	27.1	71.9	3,911	33.9	94.3
1970	5,583	1.9	258.0	5,221	1.6	46.0	5,742	37.4	110.7	5,983	40.4	179.2
% change -- variation %	32.0	- 34.5	111.5	33.5	- 5.9	- 26.9	60.3	38.0	54.0	53.0	19.2	90.0
Total International:												
1969	13,476	12.1	273.8	12,860	9.7	212.2	11,674	50.1	108.4	12,002	56.9	130.8
1970	18,170	13.0	599.5	17,515	12.5	387.2	15,937	39.6	179.6	16,316	42.7	248.1
% change -- variation %	34.8	7.4	119.0	36.2	28.9	82.5	36.5	- 21.0	65.7	35.9	- 25.0	89.7
All services -- Tous les services:												
1969	134,410	1,156.1	4,595.6	107,309	738.2	2,875.0	102,222	570.2	2,044.8	129,323	987.9	3,765.4
1970	190,776	1,426.4	5,967.0	155,937	983.0	3,977.4	150,673	628.8	2,915.5	185,512	1,072.3	4,904.9
% change -- variation %	41.9	23.4	29.8	45.3	33.2	38.3	47.4	10.3	42.6	43.4	8.5	30.3

Note: Additions for mail and cargo may not balance due to rounding.
Nota: Les additions du courrier et des marchandises peuvent être inexactes parce que les chiffres sont arrondis.

Scheduled International and Mainline Domestic Traffic

Trafic international à horaire fixe et trafic intérieur de ligne principale

Period covered - - période	Arriving load - - Charge à l'arrivée			Deplaned load - - Charge débarquée			Enplaned load - - Charge embarquée			Departing load - - Charge au départ		
January 1 to June 30 - - 1er janvier au 30 juin	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises
		thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres	
Domestic -- Intérieur:												
1969	36,808	87.5	293.9	28,564	39.9	154.1	27,063	294.2	267.4	35,940	332.0	871.8
1970	46,710	85.3	555.7	37,078	25.4	396.4	36,175	378.4	546.9	47,142	418.5	1,369.1
% change -- variation %	26.9	- 2.5	89.1	29.8	- 36.4	157.2	33.7	28.6	104.5	31.2	26.1	57.0
International:												
Transborder -- Transfrontalier:												
1969	8,391	39.3	698.3	4,063	4.9	136.3	3,305	8.8	17.9	7,000	52.9	115.4
1970	11,463	29.1	1,034.2	5,400	3.5	245.8	4,044	10.6	38.8	8,772	56.1	164.3
% change -- variation %	36.6	- 26.0	48.1	32.9	- 28.6	80.3	22.4	20.5	116.8	25.3	6.0	42.4
Other -- Autre:												
1969	-	-	-	-	-	-	-	-	-	-	-	-
1970	-	-	-	-	-	-	-	-	-	-	-	-
% change -- variation %	-	-	-	-	-	-	-	-	-	-	-	-
Total International:												
1969	8,391	39.3	698.3	4,063	4.9	136.3	3,305	8.8	17.9	7,000	52.9	115.4
1970	11,463	29.1	1,034.2	5,400	3.5	245.8	4,044	10.6	38.8	8,772	56.1	164.3
% change -- variation %	36.6	- 26.0	48.1	32.9	- 28.6	80.3	22.4	20.5	116.8	25.3	6.0	42.4
All services -- Tous les services:												
1969	45,199	126.8	992.2	32,627	44.8	290.4	30,368	303.0	285.3	42,940	384.9	987.2
1970	58,173	114.4	1,589.9	42,478	28.9	642.2	40,219	389.0	585.7	55,914	474.6	1,533.4
% change -- variation %	28.7	- 9.8	60.2	30.2	- 35.5	121.1	32.4	28.4	105.3	30.2	23.3	55.3

Note: Additions for mail and cargo may not balance due to rounding.
Nota: Les additions du courrier et des marchandises peuvent être inexactes parce que les chiffres sont arrondis.

OTTAWA INTERNATIONAL AIRPORT - - AÉROPORT INTERNATIONAL D'OTTAWA

Scheduled International and Mainline Domestic Traffic

Trafic international à horaire fixe et trafic intérieur de ligne principale

Period covered - - période	Arriving load - - Charge à l'arrivée			Deplaned load - - Charge débarquée			Enplaned load - - Charge embarquée			Departing load - - Charge au départ		
January 1 to June 30 - - 1er janvier au 30 juin	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises
		thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres	
Domestic -- Intérieur:												
1969	218,286	3,303.9	3,662.5	157,654	1,694.8	1,511.9	154,801	1,718.4	737.0	216,387	3,328.8	2,821.6
1970	295,963	3,982.8	5,106.5	217,531	1,073.5	2,096.0	214,248	2,039.6	1,211.8	293,505	4,951.2	4,222.2
% change -- variation %	35.6	20.5	39.4	38.0	- 36.7	38.6	38.4	18.7	64.4	35.6	48.7	49.6
International:												
Transborder -- Transfrontalier:												
1969	9,148	15.4	186.1	6,567	5.7	129.9	5,920	6.5	92.5	7,547	14.9	214.8
1970	7,627	24.3	159.1	5,454	14.2	98.3	4,977	6.5	135.3	6,325	14.3	196.2
% change -- variation %	- 15.0	57.8	- 14.5	- 17.0	149.1	- 24.3	- 15.9	0.0	46.3	- 16.2	- 4.0	- 8.7
Other -- Autre:												
1969	-	-	-	-	-	-	-	-	-	-	-	-
1970	-	-	-	-	-	-	-	-	-	-	-	-
% change -- variation %	-	-	-	-	-	-	-	-	-	-	-	-
Total International:												
1969	9,148	15.4	186.1	6,576	5.7	129.9	5,920	6.5	92.5	7,547	14.9	214.8
1970	7,627	24.3	159.1	5,454	14.2	98.3	4,977	6.5	135.3	6,325	14.3	196.2
% change -- variation %	- 15.0	57.8	- 14.5	- 17.0	149.1	- 24.3	- 15.9	0.0	46.3	- 16.2	- 4.0	- 8.7
All services -- Tous les services:												
1969	227,434	3,319.3	3,848.6	164,221	1,700.5	1,641.8	160,721	1,724.9	829.5	223,934	3,343.7	3,036.4
1970	303,590	4,007.1	5,265.6	222,985	1,087.7	2,194.3	219,225	2,046.1	1,347.1	299,830	4,965.5	4,418.4
% change -- variation %	33.5	20.7	36.8	35.8	- 36.0	33.7	36.4	18.6	62.4	33.9	48.5	45.5

Note: Additions for mail and cargo may not balance due to rounding.
Nota: Les additions du courrier et des marchandises peuvent être inexactes parce que les chiffres sont arrondis.

Scheduled International and Mainline Domestic Traffic

Trafic international à horaire fixe et trafic intérieur de ligne principale

Period covered - - période	Arriving load - - Charge à l'arrivée			Deplaned load - - Charge débarquée			Enplaned load - - Charge embarquée			Departing load - - Charge au départ		
January 1 to June 30 - - 1er janvier au 30 juin	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises
		thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres	
Domestic -- Intérieur:												
1969	50,379	351.3	1,406.9	24,298	130.3	514.3	24,553	136.9	530.6	49,944	357.4	1,432.1
1970	69,769	329.5	1,317.0	33,274	94.3	547.1	32,575	156.5	528.8	68,295	396.6	1,316.4
% change -- variation %	38.3	- 6.2	- 6.4	36.9	- 27.6	6.4	32.7	14.3	- 0.3	36.7	11.0	- 9.4
International:												
Transborder -- Transfrontalier:												
1969	4,468	3.9	65.9	2,001	2.5	19.9	1,503	0.9	12.9	4,660	2.9	29.9
1970	4,389	10.6	36.7	2,250	3.4	12.6	2,232	1.1	4.4	5,146	3.4	10.8
% change -- variation %	- 1.8	171.8	- 44.3	12.4	36.0	- 36.7	48.5	22.2	- 65.9	10.4	17.2	- 63.9
Other -- Autre:												
1969	-	-	-	-	-	-	-	-	-	-	-	-
1970	-	-	-	-	-	-	-	-	-	-	-	-
% change -- variation %	-	-	-	-	-	-	-	-	-	-	-	-
Total International:												
1969	4,468	3.9	65.9	2,001	2.5	19.9	1,503	0.9	12.9	4,660	2.9	29.9
1970	4,389	10.6	36.7	2,250	3.4	12.6	2,232	1.1	4.4	5,146	3.4	10.8
% change -- variation %	- 1.8	171.8	- 44.3	12.4	36.0	- 36.7	48.5	22.2	- 65.9	10.4	17.2	- 63.9
All services -- Tous les services:												
1969	54,847	355.2	1,472.8	26,299	132.8	534.2	26,056	137.8	543.5	54,604	360.3	1,482.0
1970	74,158	340.1	1,353.7	35,524	97.7	559.7	34,807	157.6	533.2	73,441	400.0	1,327.2
% change -- variation %	35.2	- 4.3	- 8.1	35.1	- 26.4	4.8	33.6	14.4	- 1.9	34.5	11.0	- 10.5

Note: Additions for mail and cargo may not balance due to rounding.

Nota: Les additions du courrier et des marchandises peuvent être inexactes parce que les chiffres sont arrondis.

THUNDER BAY AIRPORT - - AÉROPORT DE THUNDER BAY

Scheduled International and Mainline Domestic Traffic

Trafic international à horaire fixe et trafic intérieur de ligne principale

Period covered - - période	Arriving load - - Charge à l'arrivée			Deplaned load - - Charge débarquée			Enplaned load - - Charge embarquée			Departing load - - Charge au départ		
January 1 to June 30 - - 1er janvier au 30 juin	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises
		thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres	
Domestic -- Intérieur:												
1969	34,233	275.3	1,028.0	30,732	220.7	668.6	32,507	143.7	223.4	36,008	198.3	582.8
1970	64,229	208.7	1,327.5	44,814	188.4	996.9	45,227	112.6	485.2	64,642	132.8	815.7
% change -- variation %	87.6	- 24.2	29.1	45.8	14.6	49.1	39.1	- 21.7	117.2	79.5	- 33.0	40.0
International:												
Transborder -- Transfrontalier:												
1969	2,084	1.4	103.4	2,084	1.4	103.4	2,094	1.6	14.0	2,094	1.6	14.0
1970	1,850	2.5	101.6	1,850	2.5	101.6	1,923	1.6	35.9	1,923	1.6	35.9
% change -- variation %	- 11.2	78.6	- 1.8	- 11.2	78.6	- 1.8	- 8.2	0.0	156.4	- 8.2	0.0	156.4
Other -- Autre:												
1969	-	-	-	-	-	-	-	-	-	-	-	-
1970	-	-	-	-	-	-	-	-	-	-	-	-
% change -- variation %	-	-	-	-	-	-	-	-	-	-	-	-
Total International:												
1969	2,084	1.4	103.4	2,084	1.4	103.4	2,094	1.6	14.0	2,094	1.6	14.0
1970	1,850	2.5	101.6	1,850	2.5	101.6	1,923	1.6	35.9	1,923	1.6	35.9
% change -- variation %	- 11.2	78.6	- 1.8	- 11.2	78.6	- 1.8	- 8.2	0.0	156.4	- 8.2	0.0	156.4
All services -- Tous les services:												
1969	36,317	276.7	1,131.4	32,816	222.1	772.0	34,601	145.3	237.4	38,102	199.9	596.8
1970	66,079	211.2	1,429.1	46,664	190.9	1,098.5	47,150	114.2	521.1	66,565	134.4	851.6
% change -- variation %	82.0	- 23.7	26.3	42.2	14.1	42.3	36.3	- 21.4	119.5	74.7	- 32.8	42.7

Note: Additions for mail and cargo may not balance due to rounding.
Nota: Les additions du courrier et des marchandises peuvent être inexactes parce que les chiffres sont arrondis.

VICTORIA INTERNATIONAL AIRPORT - - AÉROPORT INTERNATIONAL DE VICTORIA

Scheduled International and Mainline Domestic Traffic

Trafic international à horaire fixe et trafic intérieur de ligne principale

Period covered - - période	Arriving load - - Charge à l'arrivée			Deplaned load - - Charge débarquée			Enplaned load - - Charge embarquée			Departing load - - Charge au départ		
January 1 to June 30 / 1er janvier au 30 juin	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises
		thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres	
Domestic -- Intérieur:												
1969	37,078	213.1	298.5	34,453	213.0	242.4	33,547	169.0	287.5	36,913	205.6	499.8
1970	51,053	292.7	378.3	48,174	292.7	313.2	46,846	253.9	334.6	51,180	309.6	552.2
% change -- variation %	37.7	37.4	26.7	39.8	37.4	29.2	39.6	50.2	16.4	38.7	50.6	10.5
International:												
Transborder -- Transfrontalier:												
1969	12,362	45.4	265.5	8,996	8.8	53.1	8,639	9.1	6.2	11,264	9.3	62.3
1970	16,150	66.2	297.9	11,817	10.5	80.5	10,918	9.6	9.9	13,796	9.7	74.6
% change -- variation %	30.6	45.8	12.2	31.4	19.3	51.6	26.4	5.5	59.7	22.5	4.3	19.7
Other -- Autre:												
1969	–	–	–	–	–	–	–	–	–	–	–	–
1970	–	–	–	–	–	–	–	–	–	–	–	–
% change -- variation %	–	–	–	–	–	–	–	–	–	–	–	–
Total International:												
1969	12,362	45.4	265.5	8,996	8.8	53.1	8,639	9.1	6.2	11,264	9.3	62.3
1970	16,150	66.2	297.9	11,817	10.5	80.5	10,918	9.6	9.9	13,796	9.7	74.6
% change -- variation %	30.6	45.8	12.2	31.4	19.3	51.6	26.4	5.5	59.7	22.5	4.3	19.7
All services -- Tous les services:												
1969	49,440	258.5	564.0	43,449	221.8	295.5	42,186	178.1	293.7	48,177	214.9	562.1
1970	67,203	358.9	676.2	59,991	303.2	393.7	57,764	263.5	344.5	64,976	319.3	626.8
% change -- variation %	35.9	38.8	19.9	38.1	36.7	33.2	36.9	48.0	17.3	34.9	48.6	11.5

Note: Additions for mail and cargo may not balance due to rounding.
Nota: Les additions du courrier et des marchandises peuvent être inexactes parce que les chiffres sont arrondis.

WINDSOR AIRPORT - - AÉROPORT DE WINDSOR

Scheduled International and Mainline Domestic Traffic

Trafic international à horaire fixe et trafic intérieur de ligne principale

Period covered - - période	Arriving load - - Charge à l'arrivée			Deplaned load - - Charge débarquée			Enplaned load - - Charge embarquée			Departing load - - Charge au départ		
January 1 to June 30 - - 1er janvier au 30 juin	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises
		thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres	
Domestic -- Intérieur:												
1969	37,206	177.3	797.6	35,277	165.3	653.9	33,444	188.2	1,194.6	35,548	193.2	1,242.1
1970	48,796	160.8	970.4	46,039	140.6	596.3	47,376	184.8	1,175.3	50,878	199.5	1,434.4
% change -- variation %	31.2	- 9.3	21.7	30.5	- 15.0	- 8.8	41.7	- 1.8	- 1.6	43.1	3.3	15.5
International:												
Transborder -- Transfrontalier:												
1969	-	-	-	-	-	-	-	-	-	-	-	-
1970	-	-	-	-	-	-	-	-	-	-	-	-
% change -- variation %	-	-	-	-	-	-	-	-	-	-	-	-
Other -- Autre:												
1969	1,761	5.3	49.0	433	0.2	3.3	223	0.4	69.0	1,376	12.3	211.0
1970	2,458	11.9	62.3	230	-	21.0	206	-	55.3	1,689	17.5	211.5
% change -- variation %	39.6	124.5	27.1	- 46.9	100.0	536.4	- 7.6	100.0	- 19.9	22.7	42.3	0.2
Total International:												
1969	1,761	5.3	49.0	433	0.2	3.3	223	0.4	69.0	1,376	12.3	211.0
1970	2,458	11.9	62.3	230	-	21.0	206	-	55.3	1,689	17.5	211.5
% change -- variation %	39.6	124.5	27.1	- 46.9	100.0	536.4	- 7.6	100.0	- 19.9	22.7	42.3	0.2
All services -- Tous les services:												
1969	38,967	182.6	846.6	35,710	165.5	657.2	33,667	188.6	1,263.6	36,924	205.5	1,453.1
1970	51,254	172.7	1,032.7	46,269	140.6	617.3	47,582	184.8	1,230.6	52,567	217.0	1,645.9
% change -- variation %	31.5	- 5.4	22.0	29.6	- 15.1	- 6.1	41.3	- 2.0	- 2.6	42.4	5.6	13.3

Note: Additions for mail and cargo may not balance due to rounding.

Nota: Les additions du courrier et des marchandises peuvent être inexactes parce que les chiffres sont arrondis.

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Aviation Statistics Centre/Centre des statistiques de l'aviation

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March 1971 Mars

Airport Activity

This bulletin is another of a revised series in which data for the current year will be compared to that for the same period last year, at some of the top airports in Canada.

In this instance the periods covered are the first six months of 1969 and 1970.

A strike, which closed down Air Canada's operations from April 21, to May 20, 1969 had a significant impact on the 1969 figures.

Increased effort is being expended to improve the timeliness of Airport Activity data. We experienced more difficulty than usual in securing reports from some of the participating carriers during 1970 due to amalgamations, mergers and changes in carrier reporting practices. The implementation in 1970 of the International Air Charter Statistics publication (Cat. No. 51-003) contributed further to our temporary loss in timeliness. We hope to be able to release third quarter data within approximately six weeks.

Inquiries relating to the data may be directed to the Canadian Transport Commission, Ottawa 4, Ontario. Attention: Aviation Statistics Centre, Mr. G.C. Coleman, or Mr. W. Burr (Telephone 613-992-2332 or 996-4728).

Activité des aéroports

Le présent bulletin est un autre dans une série révisée qui contiendra les données de l'année en cours et de l'année précédente sur l'activité de quelques uns des plus importants aéroports du Canada.

La présente édition porte sur les six premiers mois de 1969 et 1970.

Une grève, qui a interrompu l'exploitation d'Air Canada du 21 avril au 20 mai, a eu une grande répercussion sur les résultats de 1969.

Nous déployons des efforts encore plus considérables pour accroître l'actualité de nos statistiques sur l'activité des aéroports. Nous avons eu plus de difficultés que d'ordinaire à obtenir les déclarations de quelques-uns des transporteurs enquêtés en 1970, à cause de fusions de sociétés et de changements dans les méthodes de déclaration des transporteurs. Le lancement en 1970 de la Statistique internationale des affrètements aériens (nº 51-003 au catalogue) a également retardé le reste de nos travaux. Nous comptons bien publier la statistique du troisième trimestre d'ici six semaines environ.

Adresser toute demande de renseignements sur les données du présent bulletin à la Commission canadienne des transports, Ottawa 4, Ontario. Attention: Centre des statistiques de l'aviation, M. G.C. Coleman, ou M. W. Burr (Téléphone 613 - 992-2332 ou 996-4728).

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Produced by the Aviation Statistics Centre, Transportation and Public Utilities Division, Dominion Bureau of Statistics, on behalf of the Ministry of Transport and the Canadian Transport Commission
Rédigé par le Centre des statistiques de l'aviation, Division des transports et des services d'utilité publique, Bureau fédéral de la statistique, pour le Ministère des Transports et la Commission canadienne des transports

Explanatory Notes - Airport Activity Tables

1. The data refers to regularly scheduled mainline domestic flights. Data concerning charter flights have not been included in the tables.

2. Data concerning domestic flights were collected on a 15 per cent sample basis. The sample is such that each day of the week is sampled twice each quarter, and there is at least one sample day in each week.

3. Cargo has been considered as express and freight.

4. At airports where flight numbers changed, all traffic on board was reported deplaned as well as arrived.

Notes - explicatives - Tableaux de l'activité des aéroports

1. Les données ont trait aux vols réguliers sur les grandes lignes intérieures. Les données sur les affrètements ne sont pas comprises dans les tableaux.

2. Les données sur les vols intérieurs ont été réunies à partir d'un échantillon de 15 p. 100. L'échantillon est choisi de façon à ce que chaque jour de la semaine soit observé deux fois par trimestre et qu'il y ait au moins un jour-échanitllon par semaine.

3. Les "marchandises" comprennent les messageries et le fret.

4. Lorsque le numéro de vol est modifié à un aéroport, le contenu de l'aéronef (voyageurs et cargaison) est considéré comme étant arrivé à destination et débarqué.

Mainline Domestic Traffic

Trafic national de ligne principale

Period covered - - période	Arriving load - - Charge à l'arrivée			Deplaned load - - Charge débarquée			Enplaned load - - Charge embarquée			Departing load - - Charge au départ		
January 1 to June 30 - - 1er janvier au 30 juin	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises
		thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres	
Airport/Aéroport: Edmonton Industrial												
1969	75,595	195.9	842.4	75,595	195.9	842.4	77,585	841.9	2,695.6	77,585	841.9	2,695.6
1970	92,252	70.0	501.0	92,252	70.0	501.0	84,041	817.8	2,996.8	84,041	817.8	2,996.8
% change -- variation %	22.0	- 64.3	- 40.5	22.0	- 64.3	- 40.5	8.3	- 2.9	11.2	8.3	- 2.9	11.2
Airport/Aéroport: Fort St. John												
1969	34,248	247.4	793.7	20,026	78.5	206.8	19,470	64.3	41.4	33,692	233.2	628.2
1970	40,144	223.1	836.8	24,689	74.3	126.3	24,205	58.1	57.4	39,660	207.2	767.9
% change -- variation %	17.2	- 9.8	5.4	23.3	- 5.4	- 38.9	24.3	- 9.7	38.6	17.7	- 11.2	22.2
Airport/Aéroport: Fredericton												
1969	46,440	249.7	1,455.4	19,486	54.5	343.0	18,905	49.8	276.4	45,859	245.2	1,388.8
1970	60,526	295.8	2,104.3	27,677	73.1	533.1	26,710	57.7	295.4	59,559	280.1	1,866.6
% change -- variation %	30.3	18.5	44.6	42.0	34.1	55.4	41.3	15.9	6.9	29.9	14.2	34.4
Airport/Aéroport: Moncton												
1969	57,244	1,244.4	2,736.0	30,349	823.2	2,606.8	29,533	905.8	2,950.4	56,428	1,327.0	3,079.6
1970	71,064	1,539.5	3,150.4	31,777	962.4	2,977.1	32,532	876.3	3,287.7	71,819	1,453.4	3,460.9
% change -- variation %	24.1	23.7	15.1	4.7	16.9	14.2	10.2	- 3.3	11.4	27.3	9.5	12.4
Airport/Aéroport: Prince George												
1969	38,522	301.8	676.1	24,431	166.0	241.2	25,524	145.0	103.1	39,615	281.0	538.0
1970	47,552	228.2	809.2	26,357	126.4	235.6	25,610	113.7	84.3	46,805	215.5	657.9
% change -- variation %	23.4	- 24.4	19.7	7.9	- 23.9	- 2.3	0.3	- 21.6	- 18.2	18.1	- 23.3	22.3
Airport/Aéroport: Québec												
1969	85,592	588.8	2,582.2	54,108	310.4	1,105.5	56,377	395.7	387.9	87,861	674.0	1,864.5
1970	106,705	631.2	1,990.3	70,189	463.7	1,203.5	69,629	475.5	513.1	106,145	643.0	1,300.0
% change -- variation %	24.7	7.2	- 22.9	29.7	49.4	8.9	23.5	20.2	32.3	20.8	- 4.6	- 30.3

Period covered - - période January 1 to June 30 - - 1er janvier au 30 juin	Arriving load - - Charge à l'arrivée			Deplaned load - - Charge débarquée			Enplaned load - - Charge embarquée			Departing load - - Charge au départ		
	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises	Passengers - - Passagers	Mail - - Courrier	Cargo - - Marchandises
		thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres			thousands of pounds - - milliers de livres	
Airport/Aéroport: Regina												
1969	86,504	923.1	1,839.8	56,124	553.7	1,060.6	54,392	393.9	361.0	84,772	763.3	1,140.1
1970	100,479	1,170.7	1,617.4	63,122	580.7	1,218.7	64,819	365.0	472.3	102,176	954.9	871.1
% change -- variation %	16.2	26.8	- 12.1	12.5	4.9	14.9	19.2	- 21.8	30.8	20.5	25.1	- 23.6
Airport/Aéroport: St. John's												
1969	34,296	337.1	1,509.8	34,296	337.1	1,509.8	40,907	583.7	785.6	40,907	583.7	785.6
1970	47,886	464.2	2,123.4	47,886	464.2	2,123.4	52,046	686.8	1,097.0	52,046	686.8	1,097.0
% change -- variation %	39.6	37.7	40.6	39.6	37.7	40.6	27.2	17.7	39.6	27.2	17.7	39.6
Airport/Aéroport: Saskatoon												
1969	67,441	596.1	1,467.8	44,192	373.3	756.3	43,152	249.8	114.2	66,401	472.6	825.7
1970	85,360	651.6	1,510.7	53,142	394.9	952.9	52,266	266.2	174.2	84,484	522.9	731.9
% change -- variation %	26.6	9.3	2.9	20.3	5.8	26.0	21.1	6.6	52.5	27.2	10.6	- 11.4
Airport/Aéroport: Sault Ste. Marie												
1969	28,818	239.0	1,146.0	17,918	108.7	291.8	17,522	73.4	37.6	28,422	203.8	891.9
1970	33,417	181.5	1,273.8	21,703	93.5	412.5	23,774	57.6	47.1	35,488	145.6	908.4
% change -- variation %	16.0	- 24.1	11.2	21.1	- 14.0	41.4	35.7	- 21.5	25.3	24.9	- 28.6	1.8
Airport/Aéroport: Sydney												
1969	41,137	480.9	2,006.8	18,609	126.5	404.8	18,772	82.2	116.7	41,300	436.6	1,718.8
1970	47,985	508.3	2,739.9	25,398	143.8	509.0	26,899	91.6	149.6	49,486	456.1	2,380.7
% change -- variation %	16.6	5.7	36.6	36.5	13.7	25.7	43.3	11.4	28.2	19.8	4.5	38.5

Note: Additions for mail and cargo may not balance due to rounding.
Nota: Les additions du courrier et des marchandises peuvent être inexactes parce que les chiffres sont arrondis.

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Aviation Statistics Centre/Centre des statistiques de l'aviation

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CIVIL AVIATION

Special Report on
Helicopter Operations

This bulletin consists of data that was previously extracted for a special compilation.

Non-revenue hours are not presented since they are not reported by area.

Further information on helicopter operations may be obtained by consulting the D.B.S. publication "Air Carrier Operations in Canada", catalogue no. 51-002.

Enquiries concerning the material presented should be directed to the Aviation Statistics Centre, Attention: Mr. K.J. Marks, (Telephone 992-2957).

AVIATION CIVILE

Bulletin spécial sur les
hélicoptères

Ce bulletin renferme des données extraites antérieurement pour une totalisation spéciale.

On n'indique pas les heures non payantes, étant donné que celles-ci ne sont pas déclarées par secteur.

On obtiendra de plus amples renseignements en consultant la publication du B.F.S. intitulée Opérations des transporteurs aériens du Canada nº 51-002 au catalogue.

Adresser toute demande de renseignements supplémentaires au Centre des statistiques de l'aviation, attention: M. K.J. Marks, (Téléphone 992-2957).

8705-501

Produced by the Aviation Statistics Centre, Transportation and Public Utilities Division, Dominion Bureau of Statistics, on behalf of the Ministry of Transport and the Canadian Transport Commission
Rédigé par le Centre des statistiques de l'aviation, Division des transports et des services d'utilité publique, Bureau fédéral de la statistique, pour le Ministère des Transports et la Commission canadienne des transports

Revenue Hours Flown by Helicopters in Selected Areas - by Quarter

Heures de vol payantes des hélicoptères dans certains secteurs - par trimestre

	Areas — Secteur			
	8.1-8.5	9.0	10.1	Total
1969				
1st Quarter — 1er trimestre	3,914	453	243	4,610
2nd Quarter — 2e trimestre	12,802	4,592	6,494	23,888
3rd Quarter — 3e trimestre	21,143	8,072	10,947	40,162
4th Quarter — 4e trimestre	6,886	1,393	1,512	9,791
Total	44,745	14,510	19,196	78,451
1970				
1st Quarter — 1er trimestre	3,788	746	2,089	6,623
2nd Quarter — 2e trimestre	12,178	5,630	5,387	23,195
3rd Quarter — 3e trimestre	25,653	10,009	9,392	45,054
4th Quarter — 4e trimestre	5,170	479	2,023	7,672
Total	46,789	16,864	18,891	82,544

Note: Area 8 - British Columbia, 9 - Yukon, 10 - North West Territories.
Nota: Secteur 8 - Colombie-Britannique, 9 - Yukon, 10 - Territores du Nord.

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Aviation Statistics Centre/Centre des statistiques de l'aviation

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February 1971 Février

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Preliminary

Aircraft Movement Statistics for the month of February 1971 Airports with DOT Air Traffic Control Towers

This brief review refers to aircraft movements at those airports where Air Traffic Control Towers are operated by the Department of Transport. The statistics relate to 46 of those airports operating this month compared with 45 in February 1970.

Total aircraft movements during February 1971 were 279,276 compared with 316,989 in February 1970; this represents a decrease of 37,713 or 11.9% this month over February last year. Itinerant movements moved down this month to 116,308 which was 14,545 or 11.1% lower than in February the year before when 130,853 were recorded. Local movements were down to 154,837 in February 1971, 20,867 or 11.9% fewer local movements than the 175,704 during the same month last year. Simulated approaches which were 10,432 in February 1970, moved lower in February this year to 8,131, a decrease of 2,301 or 22.1%.

For the two month period January and February 1971, total aircraft movements decreased to 535,553, a decrease of 70,404 or 11.6 per cent from the 605,957 that were registered during the first two months of 1970. Itinerants decreased to 230,671 during the first two months of this year, a decrease of 24,270 or 9.5 per cent over this period last year when the number was 254,941. Local movements totalled 288,672 during January and February 1971, down 41,380 or 12.5 per cent over these two months in 1970 when 330,052 were registered. The cumulative year-to-date total for simulated approaches reached 16,210, a decrease of 4,754 or 22.7 per cent compared with this period last year during which 20,964 were recorded.

Address inquiries to Department of Transport, Ottawa 4, Ontario. Attention: Aviation Statistics Centre, D.B.S., Mr. J. Bekooy (Telephone 992-2957).

Préliminaire

Statistiques relatives au mouvement des aéronefs pour février 1971 Aéroports avec tour de contrôle du ministère des Transports

Dans ce sommaire, on ne considère comme mouvements d'aéronefs que les mouvements enregistrés par une tour de contrôle du ministère des Transports. Ces statistiques portent sur les 46 aéroports en activité en février 1971; en février 1970, il n'y en avait que 45.

En février 1971, le nombre total de mouvements d'aéronefs a été de 279,276 soit 37,713 ou 11.9 p. 100 de moins qu'en février 1970 (316,989). Le nombre de mouvements itinérants a été de 116,308, soit 14,545 ou 11.1 p. 100 de moins qu'en février 1970 (130,853); le nombre de mouvements locaux est tombé à 154,837 soit une diminution de 20,867 ou 11.9 p. 100 par rapport aux 175,704 mouvements enregistrés en février 1970; le nombre d'approches simulées a été de 8,131 soit 2,301 ou 22.1 p. 100 de moins qu'en février 1970 (10,432).

Depuis le début de l'année, le nombre total de mouvements d'aéronefs a été de 535,553, soit 70,404 ou 11.6 p. 100 de moins que pour la période janvier-février 1970 (605,957); le nombre de mouvements itinérants a été de 230,671 soit 24,270 ou 9.5 p. 100 de moins que pour la période janvier-février 1970 (254,941); le nombre de mouvements locaux a été de 288,672 soit 41,380 ou 12.5 p. 100 de moins que pour la période janvier-février 1970 (330,052); le nombre d'approches simulées a été de 16,210, soit 4,754 ou 22.7 p. 100 de moins que pour la période janvier-février 1970 (20,964).

Pour obtenir de plus amples renseignements, s'addresser à M. J. Bekooy du Centre des statistiques de l'aviation, (BFS), ministère des Transports, Ottawa 4 (Ontario). (Téléphone 992-2957).

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Produced by the Aviation Statistics Centre, Transportation and Public Utilities Division, Dominion Bureau of Statistics, on behalf of the Ministry of Transport and the Canadian Transport Commission
Rédigé par le Centre des statistiques de l'aviation, Division des transports et des services d'utilité publique, Bureau fédéral de la statistique, pour le Ministère des Transports et la Commission canadienne des transports

Airports with Department of Transport Towers
Total Aircraft Movements by Class of Operation, February 1971

Aéroports avec tours de contrôle du ministère des Transports
Total des mouvements d'aéronefs, par classe de vol, février 1971

Airports — Aéroports	Total Feb. 1970 Fév.	February 1971 Février							
		Total	Rank — Rang	Itinerant — Itinérant	Rank — Rang	Local — Locaux	Rank — Rang	Simulated approaches — Approches simulées	Rank — Rang
Abbotsford	13,081	6,773		2,406		4,290		77	
Baie Comeau	1,826	2,395		1,182		1,213		—	
Brandon	4,824	3,053		844		2,201		8	
Buttonville	13,060	9,050		2,206		6,757	7	87	
Calgary International	15,362	17,365	1	6,157	6	10,608	1	600	5
Cartierville	1,238	127		79		48		—	
Edmonton Industrial	13,752	14,515	4	6,369	5	8,050	4	96	
Edmonton International	4,545	4,352		2,065		1,325		962	2
Fort St. John	1,414	1,462		1,156		300		6	
Fredericton	3,227	3,385		1,841		1,530		14	
Gander International	3,873	3,019		1,173		1,846		—	
Halifax International	5,181	6,664		3,260	8	3,220		184	
Hamilton City	10,975	9,406	9	1,871		7,036	5	499	7
Kamloops	3,558	2,697		1,162		1,528		7	
Lethbridge	5,227	4,013		1,215		2,640		158	
London	6,301	5,869		1,877		3,900		92	
Moncton	6,382	6,884		2,130		4,350		404	8
Montreal International	17,610	14,931	2	9,852	2	4,314		765	4
North Bay	3,576	3,237		1,270		1,804		163	
Oshawa	5,461	3,788		932		2,786		70	
Ottawa International	12,448	11,978	7	5,459	7	5,605	9	914	3
Penticton	3,200	4,164		988		3,170		6	
Pitt Meadows	11,697	7,754		2,464		5,290	10	—	
Port Hardy	1,490	1,228		805		422		1	
Prince George	2,149	2,751		986		1,765		—	
Quebec	7,505	4,497		2,886	10	1,530		81	
Regina	7,297	6,022		2,315		3,534		173	
Saint John	1,990	1,208		938		145		125	
St. Andrews	11,050	8,292		1,446		6,846	6	—	
St. Hubert	22,774	13,106	5	2,699		10,229	2	178	
St. John's	1,306	2,970		1,103		1,854		13	
Saskatoon	5,810	6,245		2,420		3,686		139	
Sault Ste. Marie	—	2,431		591		1,831		9	
Sept-Iles	2,017	3,465		1,678		1,758		29	
Springbank	5,296	11,527	8	1,895		9,632	3	—	
Sydney	789	605		593		—		12	
Thunder Bay	2,521	3,981		1,321		2,645		15	
Toronto International	16,888	14,683	3	11,691	1	1,963		1,029	1
Toronto Island	11,252	8,500		1,876		6,624	8	—	
Vancouver International	9,687	9,102	10	7,525	4	1,371		206	10
Victoria International	8,921	7,000		3,081	9	3,682		237	9
Wabush	640	509		488		18		3	
Waterloo-Wellington	6,251	4,127		1,158		2,880		89	
Whitehorse	5,554	4,752		1,142		3,576		34	
Windsor	5,523	3,408		1,473		1,877		58	
Winnipeg International	12,461	11,986	6	8,240	3	3,158		588	6
February 1971 towers 46 tours		279,276		116,308		154,837		8,131	
Février 1970 towers 45 tours		316,989		130,853		175,704		10,432	
January to February 1971 cumulative		535,553		230,671		288,672		16,210	
Janvier à février 1970 cumulatif		605,957		254,941		330,052		20,964	

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